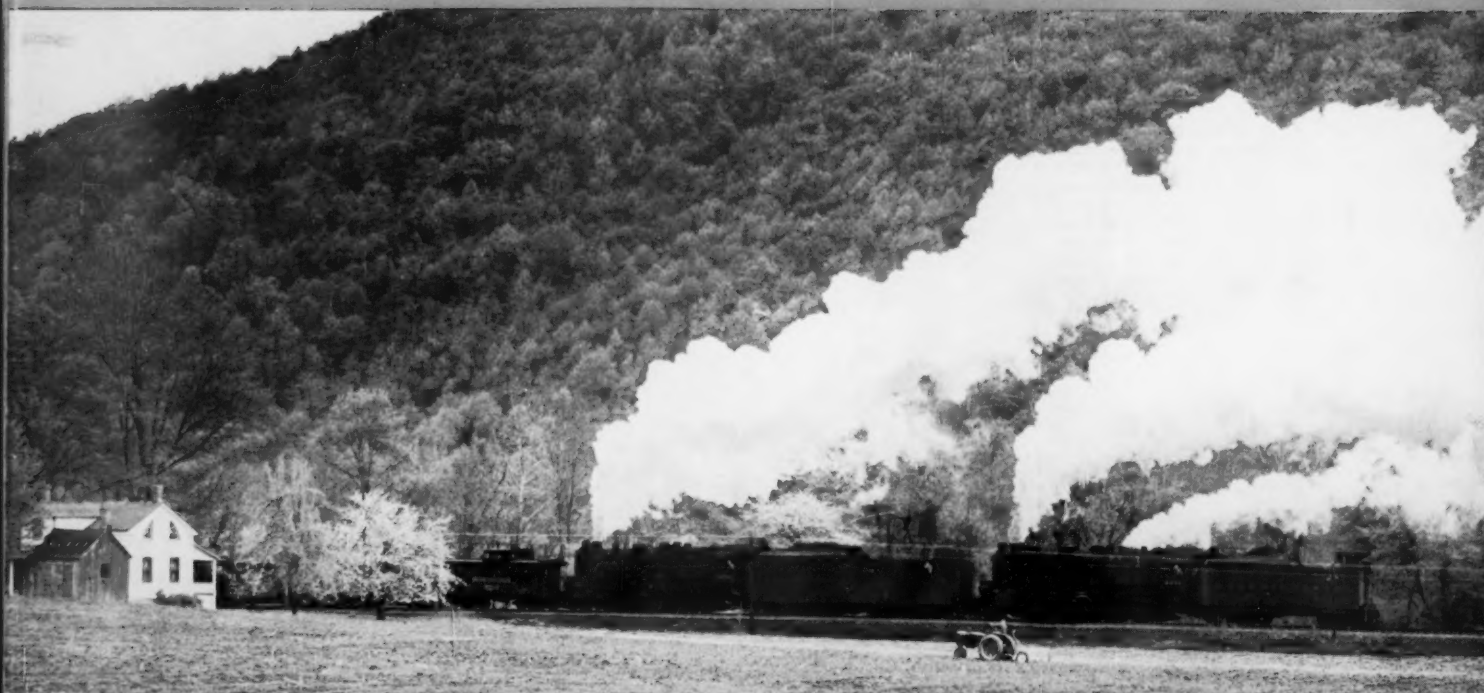


Radio Puts New Pep
In Freighthouse

February 3, 1958

RAILWAY AGE *weekly*



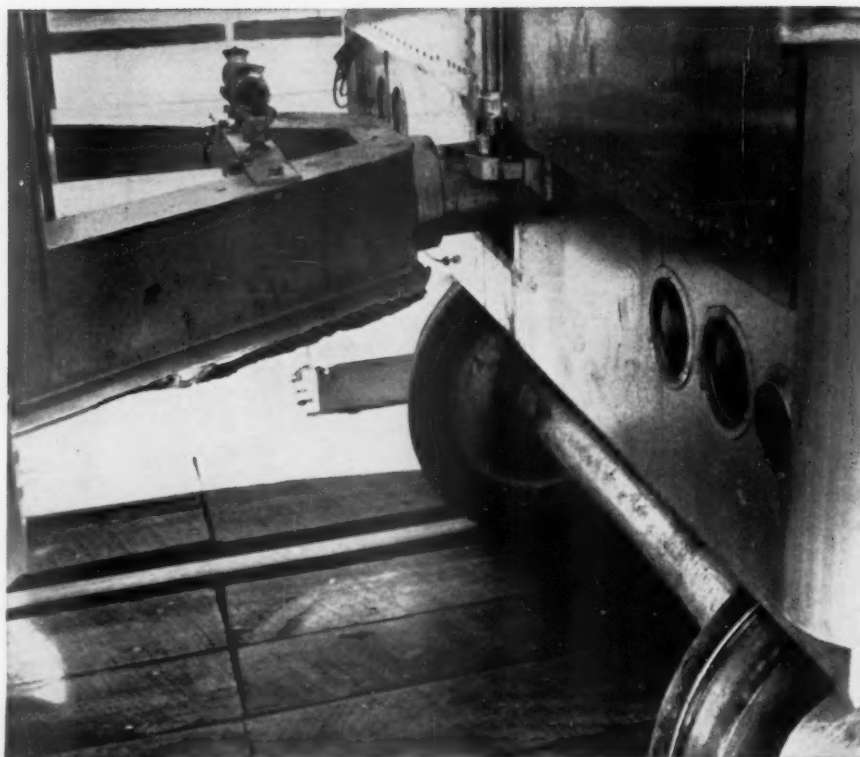
Last Of The Steam

Where it is . . . What it's doing

50 cents A Simmons-Boardman TIME SAVER Publication

Yoloy "E" high strength-low alloy steel provides required strength with less weight to the Railvan's underframing. Coupled view is shown at right.

C & O's new Railvans shown below — with combination highway and railroad wheels mounted on a single spring suspension system — operate either on the highway or railroad tracks.



C & O USES YOLOY "E" IN "FIRST" RAILVAN

Chesapeake and Ohio's new Railvan utilizes truck trailers that operate either as long trains on railroad tracks or as single units on highways. Such equipment employs a unique combination of railroad and highway wheels mounted on a single spring suspension system.

Hot Rolled Yoloy "E" Sheets and Plates—fabricated by Binkley Manufacturing Co. and Visioneering Company of Cleveland—form the rugged

underframe required for railroad rolling stock. The tubular center sill was produced from 5½" A.P.I. Drill Pipe.

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2

OUTSTANDING RECOMMENDATIONS
FOR
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CLASS RF-333

The Miner Class A-22-XL Friction Draft Gear and Miner Class RF-333 Rubber-Friction Draft Gear fulfill every requirement for efficient performance in freight train operation. Both draft gears retain their high capacity with low sill pressures during many years of service. The gears were certified under the friction draft gear Specification No. M-901 and are approved for unlimited application to cars in interchange.

W. H. MINER, INC. CHICAGO



How to *squeeze* more revenue out of your freight cars

LIKE GIANT HANDS, "Centralized Traffic Control" and the "VELAC* Automatic Classification Yard System"—the two most significant advancements in modern-day railroad-ing—help you squeeze more revenue out of your freight cars because they keep them rolling.

Keeping your freight cars moving drastically reduces the total number of cars needed. Thus, C.T.C. and VELAC let you get far more service out of the cars you now have, speed up deliveries, improve schedules, and save millions of dollars in reduced

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neers are ready to help you plan a modern C.T.C. system tailored to your traffic, or a VELAC Fully-Automatic Classification Yard System. Both of these improvements pay for themselves in a few years. Write for complete information.

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DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK PITTSBURGH CHICAGO SAN FRANCISCO

Week at a Glance

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Are more claim problems on the way?p. 9

First of a new series of railroad claim troubles could be a recent \$147 damage award against the Burlington. Involved were 840 boxes of apples, intended for resale, and delayed five days in shipment. Suit was brought to determine whether shippers can recover damages for delayed shipments when the wholesale market value of lading declines while it's in transit.

Landslides chase GN line into the seap.14

The Great Northern found an unusual "out" when it tried to keep a stretch of track clear of falling earth and rock. A side-wise shift—into Puget Sound and out of reach of the slides—was the answer. Here's how the road handled some tricky construction obstacles.

Dick Tracy peps up a freighthousep.17

Portable radio transmitters cut some communications corners for the P&LE. Added to other modern devices like talk-back speakers, they save time when it's needed most. And the road says it gets the benefits of more flexibility at less cost than conventional setups.

The story of the iron horse in the diesel agep.22

"Jawn Henry" has been sidelined. Just under 1,400 steamers are in active service in the United States, about 1,700 in Canada. Here's an account of where they are, what they're doing. The future? It seems to lie in museums and historical exhibits.

How to build new life into reefersp.24

Aluminum floors provide the elixir. Wilson Car Lines officials believe they'll make important cuts in operating costs. WCL is now testing two cars with the corrosion-proof floors installed. Findings to date are impressive.

Robert R. Young's death won't end merger talksp.28

Studies of the contemplated Pennsylvania-New York Central consolidation will continue. Mr. Young, one of railroading's most controversial figures, committed suicide January 25. He had been chairman of the NYC and Alleghany Corporation. The companies said their financial situations were not related to Mr. Young's death.

The Action Page—Here's a lot of trafficp.38

There is an enormous tonnage of high-grade freight the railroads could have—but it's moving by truck. It's the outbound traffic of manufactured products. How to get it? By expanding piggyback, container and similar devices to get carload economy for lcl quantity.

Short and Significant

One-man locomotive operation . . .

has been agreed to by the British Transport Commission and railroad unions in Britain. The agreement is subject to maximum distances of 100 miles or two hours non-stop running time. It promises greater economy and efficiency on British Railways, a spokesman said. Both diesel and electric locomotive operations are covered by the arrangement.

Bills have been introduced . . .

in the New Jersey and New York State legislatures calling for establishment of a Metropolitan Transit Authority. The authority would be empowered to develop rapid transit lines between the two states. This would include taking some of the commuter-carrying burden off the railroads. Sponsors are pretty hopeful that the legislation will succeed.

A victim of toll highways . . .

is New York Central's "Empire State Express." The New York-Buffalo coach train will be combined with the "DeWitt Clinton" on a lengthened schedule February 16. The NYC reports traffic on the "Empire State" has dropped 12% since the New York Thruway opened.

First railroad tax-relief measure . . .

to get started in this session of Congress has advanced another step. It was added to a bill passed by the House last week. It is the plan for elimination of the 30% writeoff for past accrued depreciation which railroads made some 15 years ago when they converted from retirement accounting to depreciation accounting.

Air line passenger traffic topped both rail and bus . . .

business last year. Traffic involved is intercity passenger miles. The Civil Aeronautics Board said the airlines, both scheduled and non-scheduled, had 1957 business totaling 25.8 billion passenger miles. It compared that with respective rail and bus figures of 21.6 billion and 25.2 billion.

C&NW's central-agency station plan . . .

has been extended to Iowa. North Western is asking the state commerce commission for authority to consolidate into 27 central stations work now performed at 84 one-man stations. The road has similar petitions pending in South Dakota and Minnesota.

An international trade fair . . .

is being planned for Chicago during the summer of 1959. Pegs for the exhibition in the nation's rail center will be two events in transportation: opening of the St. Lawrence Seaway, and what the fair's sponsors call the inauguration of commercial jet aviation.

Week at a Glance CONT.

Current Statistics

Operating revenues, eleven months	
1957	\$9,666,631,198
1956	9,674,662,959
Operating expenses, eleven months	
1957	\$7,543,886,467
1956	7,413,175,457
Taxes, eleven months	
1957	\$1,011,020,756
1956	1,046,585,941
Net railway operating income, eleven months	
1957	\$863,352,199
1956	984,434,802
Net income estimated, eleven months	
1957	\$661,000,000
1956	784,000,000
Average price 20 railroad stocks	
January 28, 1958	70.74
January 29, 1957	93.51
Carloadings revenue freight	
Three weeks, 1958	1,613,546
Three weeks, 1957	1,899,236
Average daily freight car surplus	
Wk. ended Jan. 25, 1958	112,177
Wk. ended Jan. 26, 1957	12,219
Average daily freight car shortage	
Wk. ended Jan. 25, 1958	74
Wk. ended Jan. 26, 1957	2,570
Freight cars on order	
January 1, 1958	55,941
January 1, 1957	117,257
Freight cars delivered	
Twelve months, 1957	99,290
Twelve months, 1956	67,080

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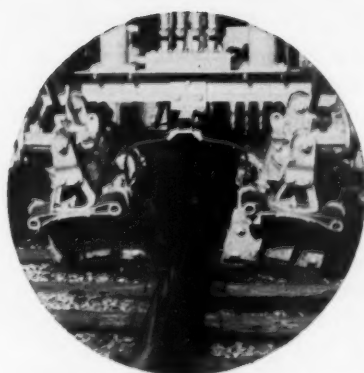
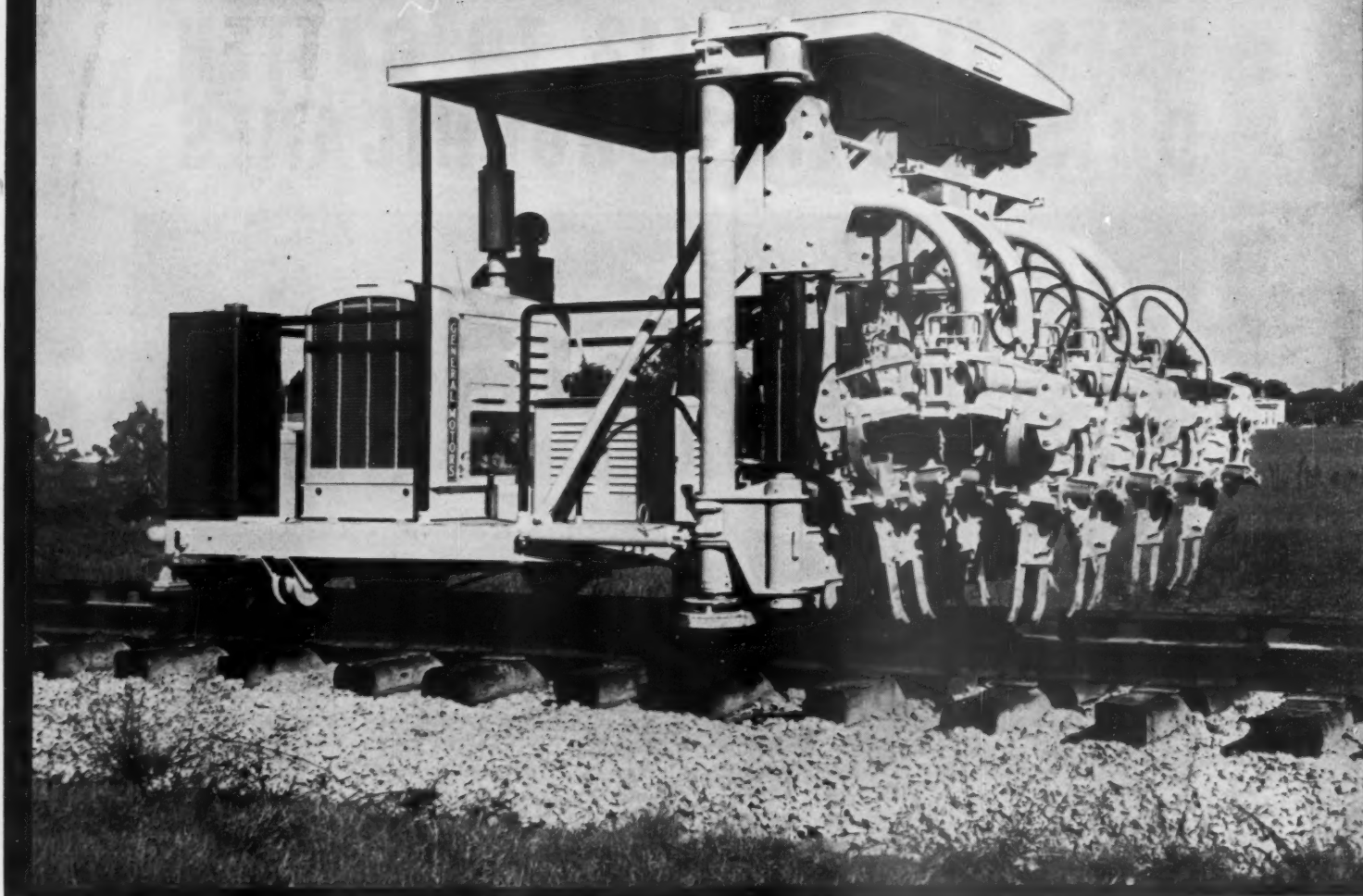
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Subscription to railroad employees only in U.S. possessions, Canada and Mexico, \$4 one year, \$6 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, \$10 a year, in other countries, \$15 a year. Single copies 50c, except special issues. Concerning subscriptions write R. C. Van Ness, Circulation Director, 30 Church st., New York 7.

THE JACKSON TRACK MAINTAINER



Note the direction of the tamping bars which assures perfect consolidation of the ballast in the vital load-bearing zone directly beneath the rail.

Only the Best is good enough!

Anything less in tamping equipment means higher than necessary production costs . . . greater frequency of recurrent costs, and track less resilient and smooth-riding than it might be.



Check these facts: **THE JACKSON TRACK**

MAINTAINER is the only machine in its category that provides maximum ballast compaction uniformly under each tie . . . and concentrated directly under the rail . . . a homogeneously consolidated tie bed that runs continuously from the outer end of the tie to the specified distance inside the rail.

Only a JACKSON TRACK MAINTAINER, with its powerful, high frequency vibration can produce such a large area, long-lasting track bearing in any lift from 0 to highest practical limits, and in ballast of any size or condition!

These FACTS, confirmed by users of a great majority of the leading roads, account for the tremendous preference shown for this machine.



HYDRAULIC LIFTING JACKS, as shown above, are now available as an accessory to the 1958 JACKSON TRACK MAINTAINER for efficient spot tamping at unprecedented low cost. This accessory, in complete kit form, is also available for 1957 and earlier models. Write or phone for complete details.

JACKSON VIBRATORS, INC., LUDINGTON, MICHIGAN

Richmond, Fredericksburg & Potomac

USES ITS NO. 112 TO BATTEN DOWN AGAINST HURRICANES



THIS versatile Caterpillar No. 112 Motor Grader is building a defense against hurricane damage for the Richmond, Fredericksburg & Potomac RR. North of Ashland, Va., it is cutting banks and maintaining haul roads as the railroad restores damaged roadbed and stabilizes banks.

The job calls for moving 110,000 cu. yd. of gravel and clay. The grader is a key piece of equipment. For it not only does its own specialized job (cutting banks), but by maintaining haul roads it helps the railroad get the highest possible production from its other Caterpillar-built equipment.

This kind of versatility makes the hard-working rig invaluable for all kinds of off-track jobs. Besides shaping embankments and maintaining roads, it will level irregular fill, control weeds and brush, police yards, clean side ditches and even clear snow.

And it works efficiently and economically. For instance, it can burn low-cost fuels such as No. 2

furnace oil—and do it *without fouling!* Positive acting controls and wide range of blade positions increase operator efficiency. So do these recent improvements: adjustable seat and back rest and taller cab with better ventilation and 31% more window area. Newly designed front axle components provide extra strength, longer life.

In addition, each CAT* Motor Grader is backed by your Caterpillar Dealer who specializes in fast, efficient service and maintains a complete inventory of parts for you. He'll be happy to demonstrate his machines on one of your own jobs. Just call him.

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

CATERPILLAR*

*Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

**WANTED—
THE HARD WORK**

More Claim Problems on the Way?

Chicago court gives shipper damages based on decline in wholesale value of "delayed" merchandise intended for retail sale. Railroad counsel claims decision is not binding because it was not made by an appellate court.

A \$147 damage award against the Burlington could be the forerunner of a new series of railroad claim troubles.

The case, decided in Chicago municipal court, is one of more than 200 similar suits filed across the nation by Great Atlantic & Pacific Tea Co. An A&P attorney indicated claims in these cases would amount to hundreds of thousands of dollars.

In Chicago alone, A&P has suits involving approximately \$24,000 in claims against eight railroads. All Chicago cases were filed in municipal court. One, against the Santa Fe, has been removed to federal district court.

The issue in the Burlington case involved 840 boxes of apples intended for retail sale. The apples were delayed five days in shipment from Washington state to Chicago. The suit sought to determine whether shippers are entitled to recover damages for unreasonably delayed shipments on the basis of a decline in wholesale market value, even when the merchandise is to be sold at retail.

Application of the principle could be widespread. Thomas R. Mulroy, member of the law firm representing A&P, indicated several other big shippers have held off filing similar suits pending a decision in the Chicago case.

Differences of opinion quickly developed on the "precedent" aspects of the Burlington case.

The railroad is inclined to view the decision as merely one judge's ruling, not a decision of an Appellate Court and not binding in other cases.

Unconfirmed reports in Chicago indicated a feeling among some railroad men that a similar suit filed against the New Haven had been tabbed as the test case.

In the New Haven case, issue has been joined in New York State Supreme Court. Arrangements have been made to take examinations before trial, but none have been taken yet. It is uncertain whether the case will get to trial this term. Other suits, described by A&P lawyers as a very large number against almost all New York railroads, are pending.

Attorneys for A&P viewed the Burlington decision as precedent. The case involving the New Haven, they said, was pending when the Chicago suits were filed. But the eastern issue bogged down in matters of pre-trial discovery and "we went ahead with the Burlington case."

Counsel for A&P also pointed out that "what is precedent and what is not is up to the railroads." This depends, they added, on the carrier position on paying claims or on seeking a ruling from an appellate court.

The Burlington indicated it will not appeal the Chicago order. The suit, a railroad attorney contended, concerned the "worst" example of delay noted in claims against the Burlington. Other claims are based on delays of shorter duration.

The U.S. Supreme Court, or a U.S. Circuit Court of Appeals, would be the final authority, he said, where interstate shipments are involved.

During trial of the suit in Chicago, the railroad contended that, because A&P intended to sell at retail, a decline in the

Here's Why the Judge Decided Against the Burlington

There are two issues involved in this case.

One, was a delay of five days by defendant railroad in delivering the apples to A&P an unreasonable delay?

Two, is plaintiff entitled to recover the decline in the value of the apples on the basis of a decline in the wholesale market price?

Since the usual, scheduled and customary time for delivery of the apples in question to A&P in Chicago would have been on January 25, 1956, and since they were not delivered until January 30 . . . we hold such delay to be unreasonable and that the circumstances in law do not excuse the delay.

The most difficult question raised in this controversy [is] the rule of law to be applied in measuring damages.

This court feels that the greater weight of authority supports the wholesale market theory as a rule to measure damages.

Defendant railroad argues that to apply the wholesale market rule to plaintiff would do violence to our elementary concept of the law of damages; that the payment of \$147 damage to plaintiff would put plaintiff in a better position by that amount than if the delay had not occurred. . . This argument has some appeal but no real merit in law.

Since the courts are not concerned with what the shipper

does after receiving merchandise from the carrier other than to establish market values where there are none, what practical difference is there . . . whether the shipper is engaged in the wholesale or retail business?

Here, the rights of the parties became fixed on the date of actual delivery of the apples by the Burlington to A&P, and it is not relevant what disposition of the apples A&P intended to make or did in fact make.

This court finds that, since there was an unreasonable delay in delivery, the rule of damage to be applied . . . is that plaintiff was not required to offer evidence of resale at wholesale or retail. Therefore, the measure of damages to the plaintiff is the decline in the wholesale market price between the date on which the apples should have been delivered and the date of actual delivery.

This court finds considerable merit to the arguments advanced by plaintiff that to require a retail shipper to prove damages by retail prices would be a most cumbersome and difficult rule to apply and particularly would enable each shipper to set his own special measure of damages. In short, it would be impracticable to trace merchandise to resale at retail.—*From the judgment and opinion of Judge Norman N. Eiger, Municipal Court of Chicago, First District.*

wholesale market could not be used as a basis for damages.

The delay involved the period January 25-30, 1956, during which time the wholesale value of the apples dropped 17½ cents.

The judge ruled that the carrier's argument had no real merit. He said the court was not concerned with disposition of the merchandise, aside from setting market value. Proving damages by retail prices, he said, would be cumbersome, difficult and impracticable.

Similar cases are still pending in Chicago against the Burlington, the Santa Fe,

the Chicago & North Western, the Illinois Central, the Milwaukee, the Monon, the Missouri Pacific and the Louisville & Nashville, according to A&P counsel. Some 237 separate claims are involved. Each suit includes several claims—one as many as 35.

A&P counsel said about a dozen more suits will be filed in the near future.

Officers of other defendant carriers were cautious in commenting on the Burlington case.

One general counsel called the damage claims "the kind of thing that should be reviewed by the highest court you could

get to." His road is defendant in two suits, with claims totaling about \$5,000.

"I certainly think railroads generally would resist this. . . and appeal on their best case," he commented. "It's odd that a retailer could take advantage of decline in wholesale value."

Another rail attorney confirmed the "test case" aspect of the A&P vs New Haven suit filed in New York. He said action on other cases has been delayed pending a ruling in the eastern case. But, he added, there has been no agreement to settle on a basis of the outcome of the New Haven case.

The attorney also pointed out that specific claims actually filed against his road may not give a full indication of the situation. In addition, he said, the line may be involved because it participated in a movement on which a claim was later filed against the carrier originating the move.

Watching Washington *with Walter Taft*

● **FREIGHT-RATE INCREASE** won't become effective until February 15 at the earliest. The railroads postponed the effective date from February 1 at the request of the ICC. Increases at stake are those proposed in the Ex Parte 212 case. They would yield more than \$200 million a year.

● **THE POSTPONEMENT** keeps the plea within the pattern of 1956's Ex Parte 196 case. This means that the usual general-increase plan of petitioning the commission for approval of the proposed advances was abandoned. Instead, the tariffs were filed with a prayer that they be permitted to become effective without suspension.

● **IF THE PATTERN HOLDS**, increases will become effective after only the voluntary delay. That happened in Ex Parte 196, although some of the advances were different from those proposed by railroads. The commission required changes after hearing oral argument. That's what it was doing last week in the present case. The argument started January 29. It was scheduled to last more than 17 hours.

● **RATES HAVE MORE THAN DOUBLED** on the average since June 30, 1946. Exact figure for the country as a whole is 107.7%. The range of increases by territories has been from the Pocahontas Region's 98.1% to the Eastern District's 114.2%. The Western District's increases have amounted to 102.4%, and those of the South to 105.3%.

● **TRUCKERS' DAY** before the Senate's Transportation Subcommittee will come February 13. The subcommittee will then resume its study of the "deteriorating railroad situation" by hearing representatives of the motor carrier industry. A change in the schedule will bring them in ahead of the ICC and other government agencies.

● **OPPOSITION** to major phases of the railroad program will be voiced by the truckers. Their most violent objections will be hurled at the freedom proposals. These are the railroad calls for rate-making freedom and freedom to operate other modes of transportation.

● **MOST INDEPENDENT** of the regulatory agencies seems to be the ICC. That's how it looks to Counsel Bernard Schwartz of the House's Subcommittee on Legislative Oversight. He indicated as much last week in asking Chairman Freas how the commission avoids interference from the Executive Department of the government. The reply was that the commission won its independence by resisting the "very few" Executive-Department attempts to interfere. Job of the subcommittee is to see whether agencies of Congress are functioning as intended.

Former Senator Johnson Wants to Be a Trucker

The former chairman of the Senate Committee on Interstate and Foreign Commerce has requested ICC authority to operate a truck line.

The applicant is Edwin C. Johnson, senator from Colorado for nearly 20 years before 1955. He is also a former governor of Colorado, having served in that position both before and after his Senate service. He is 78 years old.

The application is for rights as a common carrier of general commodities, including bulk commodities. It says 300 vehicles, "more or less as needed," would be operated in daily service. The proposed line, to be called Denver & Southwest, would operate between the Colorado city and Los Angeles.

Commission rules require applicants in motor carrier cases to reveal the extent, if any, to which they are affiliated with other carriers subject to the Interstate Commerce Act. Mr. Johnson's reply was: "Not applicable, except that I am a director of the Denver & Rio Grande Western."

Strike Ballot Sent Out By M/W Brotherhood

The Brotherhood of Maintenance of Way Employees' job stabilization drive has reached the strike-ballot stage. Brotherhood President T. C. Carroll was quoted as saying the ballot, sent to all brotherhood lodges, is returnable by March 1.

The union was also reported seeking National Mediation Board intervention in the case. At issue, according to the union, is the carriers' failure to name a conference committee to negotiate on new rules.

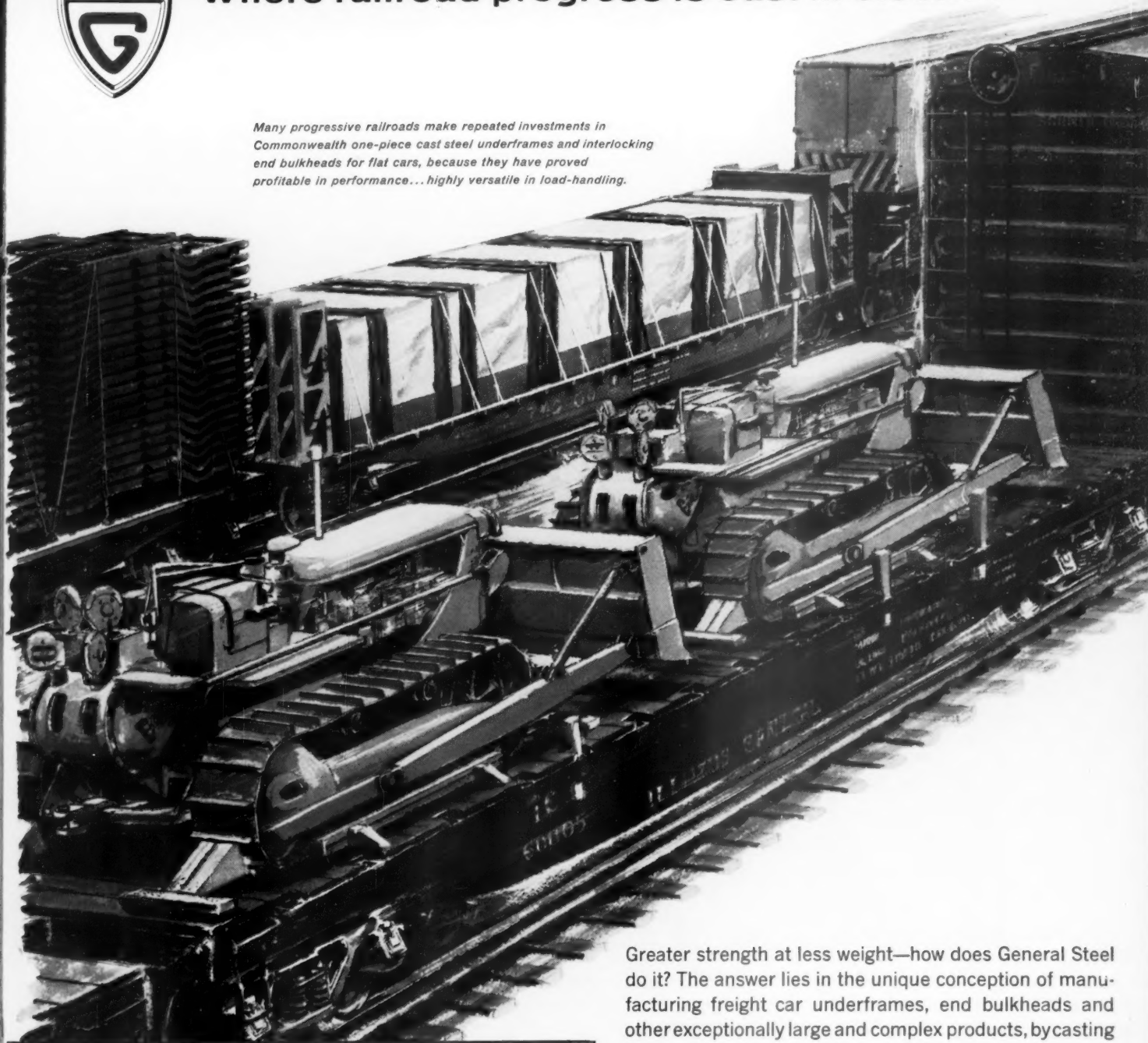
Theodore Short, chairman of the western conference committee, declined comment on the case, citing the application for mediation now before the board.

(More News on page 32)



Where railroad progress is cast in steel....

Many progressive railroads make repeated investments in Commonwealth one-piece cast steel underframes and interlocking end bulkheads for flat cars, because they have proved profitable in performance...highly versatile in load-handling.



Greater strength at less weight—how does General Steel do it? The answer lies in the unique conception of manufacturing freight car underframes, end bulkheads and other exceptionally large and complex products, by casting them as single units of steel. This permits integrated design, better distribution of metal within the design, to meet the stresses, carry the loads.

For the railroads of the world, and many other industries, this engineering in cast steel provides higher availability of product, lower maintenance costs. Specify Commonwealth products...by far your best investment, especially over the long haul.

Safer shipping for heavier loads is provided by the unusual load-carrying capacity of Commonwealth one-piece corrosion-resistant cast steel flat car underframes. Integrated design of frame provides exceptional strength at minimum weight, increased availability and lowest maintenance.



GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA. • AVONMORE, PA.





More Railroad Progress like this depends on adequate earnings



By welding sections of rail together in continuous lengths of steel, railroads often reduce track maintenance costs and give their customers a smoother ride. Above, workers lay the welded rail on ties.

Isn't this common sense?

Welded rail is just one example of the many ways railroads are constantly increasing their efficiency.

The railroads will continue to make such improvements — as rapidly as they are able to earn the money to pay for them. For the railroads must pay for improvements out of their own earnings. But the earning power of railroads today is restricted by outdated public policies that favor competing forms

of transportation — at the expense of the railroads.

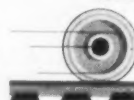
This unequal treatment causes the public to lose some of the benefits of railroad progress — progress as important to the nation as it is to the railroads.

In the interests of all of us, the railroads should be permitted equal opportunity to earn an adequate return on the money invested in them. Then everyone would benefit — including you.

Isn't this common sense?

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.



YOUR BASIC TRANSPORTATION

Railroad Advertising Underrated?

SAN FRANCISCO, CAL.

TO THE EDITOR:

I was very much interested in reading over a table showing advertising expenditures by various railroads carried in your issue of December 23-30, 1957. I know that you have tried to make this table accurate, getting figures from such sources as Media Records, Magazine Advertising Bureau, etc.; but while the figures may show more or less correct relationship as between individual railroads, it doesn't do justice to the advertising expenditures of the roads when compared to the expenditures of other transportation companies, such as airlines. For example, I quote below the figures given for Southern Pacific expenditures for 1955 and 1956 as compared with the actual expenditures from our records for the same years:

Southern Pacific Advertising Expenditures

	1955	1956
Railway Age figures ...	\$ 730,800	\$ 710,300
Southern Pacific figures...	1,521,207	1,548,234

As you can see, there is a very substantial difference between your figures and the money actually spent. Although, to be entirely honest, I must say that in our figures, yearly expenditures of between \$132,000 and \$150,000 for our contribution to the AAR advertising fund are included as they are charged against our advertising appropriation.

The difficulty with compiling total figures from sources you have listed is that these sources don't include quite a lot of important figures from our standpoint. The airlines, for example, advertise principally in the large cities and of course the major lines only serve the very large points, while the railroads serve every hamlet. Most roads advertise in weeklies, partly for sales but principally for public relations reasons, and a very large amount of money can be spent quickly in the weeklies as there is a very large number of them. Media Records doesn't consider the expenditures in weeklies and I don't think it includes the expenditures in all the dailies.

I notice also that while you include spot TV for only one year, I don't think the figures on spot TV would include the expenditures placed on a spot basis with local stations but not through regional networks. All of our TV advertising has been spent with individual stations rather than through networks and that money can amount up quickly.

While I am writing, I would like to say

that I think critics of railroads' advertising frequently make the mistake of trying to relate railroad advertising to total railroad revenues, especially when comparing our expenditures to those of airlines. Airline advertising expenditures are made for the most part in the effort to get passenger business which is a mass advertising proposition because everyone with any money at all is a prospect. However, from the standpoint of selling freight, I think we can agree that aside from public relations reasons and using freight advertising as a public relations tool, one would not normally use the mass media in any widespread way to reach shippers. Generally speaking, the advertising would be on a more selective basis. However, I have very seldom seen this consideration given any representation by the critics of railroad advertising who, judging from the way they argue, would advertise grand pianos in the same way they would advertise a five-cent candy bar.

Some people would take this to mean

that I don't believe in freight advertising, which is not true. But I do think the problem of freight advertising is such that it is not sound procedure from an expenditures standpoint to try to do a mass selling job to sell freight. At the same time I am certainly appreciative of the fact that freight advertising can also be used as a public relations advertising tool, and we are doing that ourselves, which accounts for the fact that we are dealing with freight subjects in our widespread local newspaper advertising.

FRED Q. TREADWAY

Assistant to Vice-President
System Passenger Traffic-Public Relations,
Southern Pacific Company

(Figures to which Mr. Treadway refers were admittedly low. One big factor, as noted in the story, was that totals were gross billings only, did not include earned discounts, production costs, art and talent charges. As Mr. Treadway also points out, Media Records, Inc., does not compile lineage figures on weekly papers.—Ed.)

What Is a Subsidy?

HINSDALE, ILL.

TO THE EDITOR:

In the various references to the word "subsidy" that have been made in recent times, do all of those who use the term have the same understanding of its meaning? If not, it would seem that a standard interpretation of the term as it applies to the transportation industry would be helpful.

The dictionary definitions do not appear broad enough to cover situations that are complicated by factors that are indirectly related to the enterprise being aided, but which constitute an extraneous cause of the need of aid. For instance, property of a small railroad stands in the way of a large municipal improvement, and it becomes necessary for the city to assume the cost of relocating the railroad. That is not a subsidy to the railroad.

Similarly, competitors of a railroad are subsidized directly (i.e., in the form of a facility that is necessary to their performance of transportation service) to such an extent that the railroad must ask for tax concessions on one of its operations in order to meet the subsidized competi-

tion. Here too, the cause of the need of aid is extraneous to the specific undertaking in which the railroad is engaged. The cause was not a shortcoming on the part of the railroad, but the artificial advantage given to its competitor.

Further, no arrangement of aid to transportation where provision is made for repayment, either quickly or slowly, can be called a subsidy. It does constitute a subsidy when the government helps a private enterprise in ways relating to the business in which it is engaged, and where there is no provision for repayment to the government.

HUGH G. DUGAN

(We agree with Mr. Dugan that a more accurate definition is needed of the term "subsidy." When government expropriates a citizen's property and compensates him for it, the payment is not a subsidy but merely a quid pro quo. When government compels a railroad to provide a red-ink service (e.g., commuter service), such compulsion is an act of expropriation; and for government to recompensate a railroad for expropriation is not subsidization.—Ed.)



FANNING OUT, piling is driven in first phase of track relocation.

Landslides Chase GN Line into

Dirt slides and rock falling on railroad tracks can be a plague. A railroad usually has to stabilize the offending slope, install warning devices, and live the best it can with the situation. It's a costly, never-ending source of trouble, though, and there's not often much else to do.

But the Great Northern found an unexpected ally in the ocean. Here's how it made out.

For the last 25 years the Great Northern had suffered numerous slides on a stretch of main line about 16 miles north of Seattle. During recent winters there was a marked upturn in the number of slides occurring.

But there was a basic difference between this and countless similar situations throughout the country. Right beside the slide-plagued stretch on the GN was Puget Sound. All the road had to do to solve the problem was to move the line out into the bay.

The cost, to be sure, would be considerable, in fact, more than \$1,250,000. But when the road's board of directors made comparisons between this cost and the annual expense of protecting the existing line it decided in favor of the relocation.

Authorized in 1956, the work was

started in March 1957. Now in service, the new single-track line replaces more than a mile of double track. It is built on a rock fill reaching across the bay. The relocated line is an average of 100 ft, and a maximum of 165 ft, off-shore from the old line.

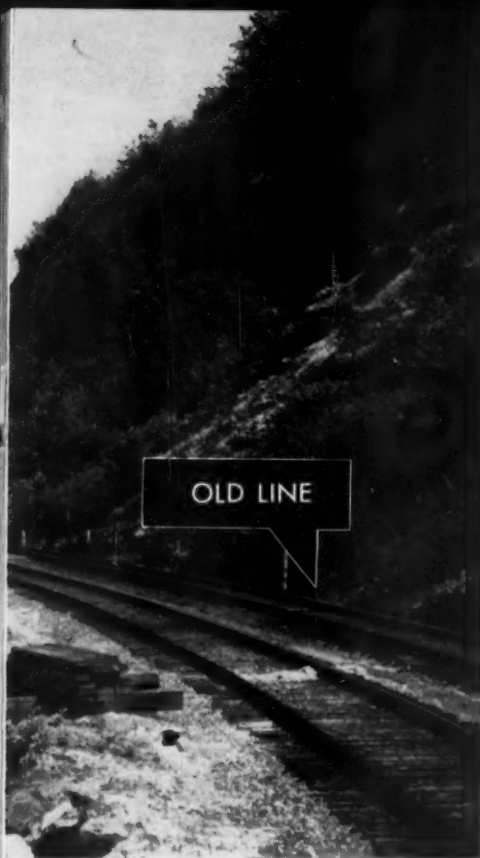
Three Stage Job

The work of building the fill, done under contract by the Morrison-Knudsen Company, was carried out in three stages. Starting at both the north and south ends of the 6,084-ft fill section, a wood pile trestle was constructed along the line of relocation. Both of these trestle sections were approximately one-third of the length, leaving a center third to be built after the approach fills were constructed.

Rock trains shuttled back and forth making two round trips a day between the job site and a special quarry at Miller Creek, near Skykomish, a distance of 65 miles. At the peak of rock hauling the trains averaged 40 cars each.

Fifty-ton loads of large boulders were dumped from air-dump cars along the trestle until the fill reached rough grade. All dumping was done on the outboard side of the trestle in the first stage of rock placement. Bulldozers pushed under the trestle during the hours between trains.

When each section of fill reached rough grade and became wide enough to carry permanent trackage, the stringers and track panels from the trestle were moved ahead. The rock trains then moved over skeleton track atop the fill and dumped on the inboard side to bring to full width. This



the Sea

skeleton track then became the permanent line following ballasting and surfacing.

A flatcar equipped with a portable air compressor was switched into the center of each rock train when it arrived at the relocation site. Air supplied from the compressor activated the car-dumping mechanisms and speeded unloading. Toward the completion of the project dumping crews were able to unload as many as 45 cars in 16 min.

More than 7,000 carloads of quarry rock, a total of 211,000 cu yd, were placed to form the rough fill. The main fill section is 20 ft high, 26 ft wide at the top and 86 ft at the bottom. Length of trestle was 4,745 ft. Overall length of the line change across the fill is 7,762 ft.

Tide Action Countered

Secondary crushed stone subgrade material, was placed to a minimum depth of 1 ft above the rough fill. Crushed stone ballast was then placed and the track was given a 6-in lift on this material.

To protect the embankment from wave and tide action a berm of large rocks was constructed on the outboard side. At average high tide the water level will be 9.5 ft below the subgrade. At average low tide level is 16.5 ft below subgrade and mean (Continued on next page)



EARLY STAGES of project saw rock fill dumped from construction trestle with end of the dump-car train near the end of track panels.



PROGRESSIVE STEP moved stringers for trestle track into new locations. Panels of temporary track were then placed atop the stringers.



SHAPING UP, rock dumping continued from track supported on new fill. Track panels have been moved forward.



BIG PUSH is given by bulldozer moving concrete culvert sections under trestle and nudging them into position.

◀ **FINAL LIFT** of six inches is given to track on new fill. Crushed rock ballast is simultaneously tamped by Jackson Multiple Tamper.

(Continued from preceding page.)
low tide is 21.5 ft below the same mark. At maximum high tide the subgrade will be 7 feet above water level.

Throughout the fill there are six concrete culverts 72 in. in diameter. Six of them allow for equalization of tidal flow and the seventh is located high enough in

the fill to serve as a pedestrian underpass except at extreme high tide.

Two lesser relocations to avoid slide hazards were made under the same general project. Neither of these, however, involved the trestle-and-fill construction method.

The new line is an extension of single

tracking which was established early in 1957 in connection with the construction of the Great Northern's new suburban passenger station at Edmonds.

Power operated switches located north of the Edmonds station area and south of the relocated line, control traffic between single and double sections of track.



OUT OF REACH of slides from hillside in background, GN's Empire Builder runs on relocated track parallel to old double-track line.

Dick Tracy in The Freighthouse

The Pittsburgh & Lake Erie found portable radio transmitters the answer to one communications problem. So the road put the new tool where it would do the most good—right in the hands of the platform foreman and others whose jobs go best with the least delay. It's a key part of an up-to-date setup that features central checking and talk-back and paging speakers.

BY D. W. SHACKLEY

The author was born at Decatur, Ind., in 1916, went to work for the Big Four (NYC) as assistant maintainer in 1942. A year later he was promoted to maintainer at Indianapolis. In 1946 he was appointed general telephone and telegraph inspector at Detroit. He was a field engineer for Fahnstock Electric Company during 1951-1952, after which he returned to the New York Central as telephone engineer at Boston. In December 1953, he was made superintendent of communications, P&LE.

We save time and money in operation of our freighthouse at Pittsburgh, since we installed a modern communications system. This includes the usual checker's console, box-car talk-back speakers and paging speakers. The new feature in our system is the special type radio equipment which enables the agent, platform foreman and assistant foreman, no matter where they are, to put out calls over the paging speakers throughout the house, the checker's room and agent's office.

Key to the new communications setup is the Motorola pocket-size radio transmitter they use. Each "Dick Tracy" radio device is for transmitting only, being known officially as a Handie-Micro-Talkie. In this device, the microphone, radio transmitting equipment and battery are all in a metal container just the size for a man to hold in his hand when speaking into the microphone. The antenna coil is on top of the container. The entire unit weighs less than 2 lb and is normally carried in a leather pouch on each man's belt.

How It Works

When a man speaks into one of these Dick Tracy transmitters his voice is broadcast over the paging speakers. Here is how this is done. The radio energy transmitted by the Dick Tracy is



RIGHT AT HAND . . .

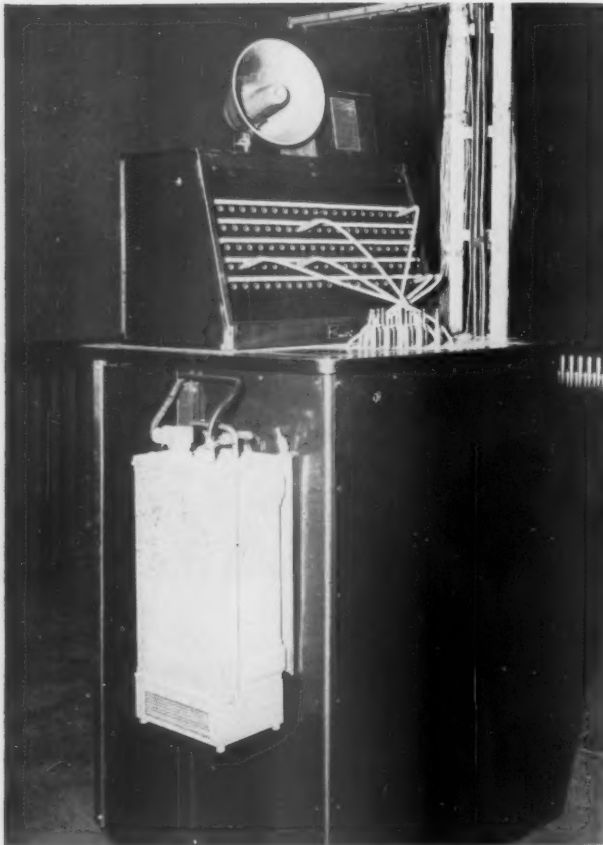


WHEN YOU NEED HIM.

Lightweight, portable radio transmitter brings the platform foreman (above) and agent (below) as close as this when they have to get in touch. Foreman uses micro-talkie to call agent via loudspeaker hookup or to answer when the agent pages him with special phone.

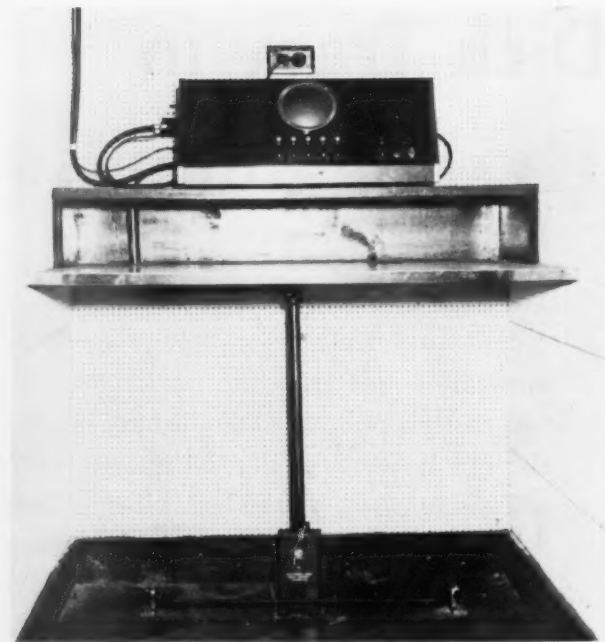
picked up by a receiving antenna on the roof of the freighthouse. This antenna is connected by cable to a set of radio receiving equipment of the type used in train communication. The audio output of this radio receiver and equipment is connected to the input of an amplifier connected to the circuit extending to the paging speakers in the house and in the checker's room and agent's office.

A special loudspeaker on the switchboard in the checker's room enables the foreman on the platform or in any car to call the checker. The checker answers over the paging system by



depressing a paging key on his console. Thus a two-way conversation can be initiated by either man.

Also as part of the project we installed a special telephone hand-set in the agent's office, and at three other locations throughout the freighthouse. The transmitters of these Automatic Electric phones are on the audio circuit connecting the



TWO-WAY CONVERSATIONS are made possible with this console setup in checkers' booths (above). After initial contact is established over paging system, checker depresses the paging key to talk with men at cars.

◀ **QUICK CONTACT** with checker can be made from loading docks over the paging system speaker on top of checker switchboard. Micro-talkie tie-in through receiving equipment attached to side of unit gives extra flexibility.

input to the amplifier on the paging speakers and loudspeakers throughout the house. These phones permit access to the paging system for personnel not carrying Dick Tracy transmitters.

A loudspeaker in the agent's office can be used for monitoring or for calling the agent, thus permitting two-way calls from any point throughout the freighthouse between a Dick Tracy transmitter and the agent's office. This same condition is true with reference to the special phones in the platform office and three other locations.

Better Operation with Radio

In my opinion, our communication is considerably more efficient than the usual talk-back speaker system. For example, if extra trucks are required at a particular spot, the foreman uses his Dick Tracy transmitter to broadcast a call for as many trucks as he needs.

This can be done from any spot in the freighthouse, including the inside of box cars. With the previous talk-back paging system it would be necessary to go to the nearest speaker, signal the office and make the request; when answered, ask the office to put the desired information out over the paging system.

Another advantage of our new installation is that it makes it possible for two or more individuals to carry on a two-way conversation from any location where they might be at any time.

We feel this installation is more versatile than the conventional paging talk-back speaker system usually incorporated with a freighthouse checker system, and it is considerably cheaper to install.

The communication equipment such as loudspeakers, checker's console, switchboard and main amplifier apparatus in our system, was furnished by the Electronic Communication Equipment Company.

NEXT WEEK

The Continuing OUTRAGE:

A Stone Wall on Taxes

That's what Railway Age writer Rod Craib ran into when he tried to prepare a roundup story about unjust levies on railroad property. But what he found makes good reading anyhow.

ALSO:

Electrification Has a Future

Here's how to judge whether your railroad is ripe, or could be ripened, for a switch to electrified operation.

Technical Tidings

Selected from February Railway Monthlies

Rail anchors have attained new importance as a means of reducing track maintenance costs. Factors contributing to this importance include the growing use of continuous welded rail, track effects produced by diesel power, and growing use of centralized traffic control. Railway Track and Structures tells how these and other factors have prompted most railroads to use more anchors per rail length.

Aluminum center sills are proving entirely satisfactory in service on one Canadian railroad. The manufacturer has subjected the extruded aluminum sills to rigorous tests. Results are reported in *Railway Locomotives and Cars*.

Relay telegraph office makes a fast move in Pittsburgh. Baltimore & Ohio took only 10 weekends to move its telegraph office into new quarters when an expressway "moved in" to the road's old station. Railway Signaling and Communications tells how the move was made without disrupting service.

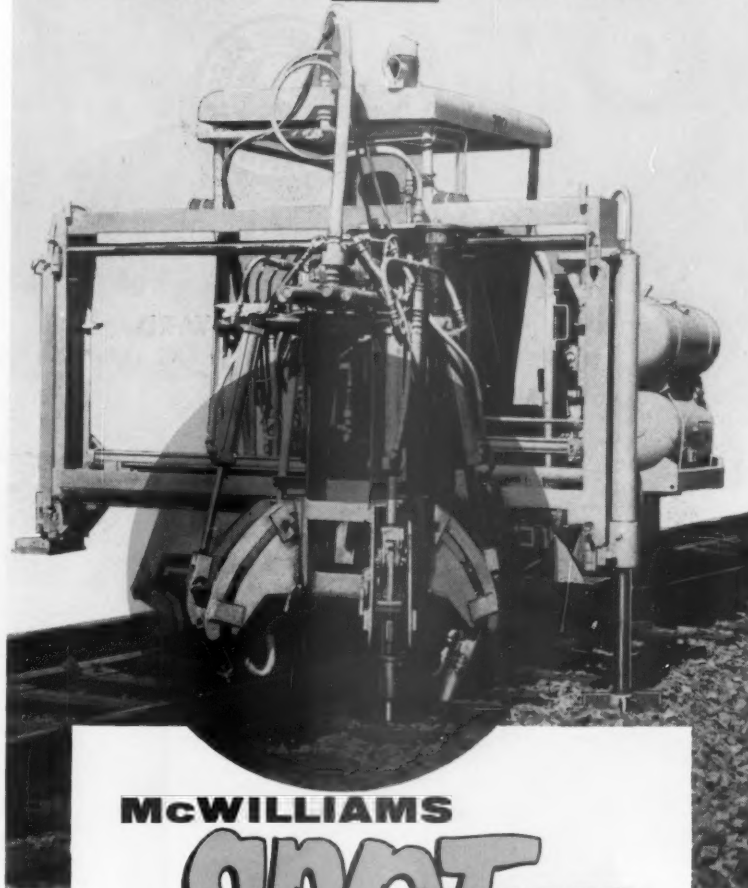
Improved locomotive condition is indicated in the 1957 annual report of the ICC's Bureau of Locomotive Inspection. This situation, along with the Safety Section's safety-appliance and train-brake inspection results, is reported in *Railway Locomotives and Cars*.

Most railroads, when operating the Manix undertrack plow, use a work train to pull it. But the Pennsylvania, as related in *Railway Track and Structures*, uses a Pullman-Standard winch car. The railroad feels this gives a more economical operation, because tie renewals, made in connection with the plowing operation, can't keep up with an economical rate of plow travel when a work train is used.

Decrease in signal failures is reported by the Interstate Commerce Commission for the year ended June 1957. Details of the Bureau of Safety report are in *Railway Signaling and Communications*.

Road-switcher-type electric locomotives have recently gone into service on the Butte, Anaconda & Pacific. The new motor-generator units have almost double the tonnage rating of the 45-year-old electric units on the line. They are described in *Railway Locomotives and Cars*.

POWERFUL...Fast...Versatile



**McWILLIAMS
SPOT
TAMPER**

With hydraulic jacks and air tamping, it provides ballast compaction equivalent to the McWilliams Multiple Tie Tamper. Travel speeds up to 25 mph, and means for setting off quickly. Write for Bulletin ST-200.

SPOT SURFACING . . .

Will correct cross level and pick up low joints on both rails with traversing head.

YARD and TERMINAL MAINTENANCE . . .

Tamps 85% of turnouts and has provisions for spiking guns, nutting attachments and other air tools.

WITH TIE GANGS . . .

Completely tamps all new ties a gang can install in a day.

WITH RAIL GANGS . . .

Will tamp all loose ties, keeping up with the gang.

ONE MAN OPERATION

Railway Maintenance Corporation

PITTSBURGH 30, PA.

these leading railroads

GRS



PASCO YARD



GAVIN YARD



EAST YARD



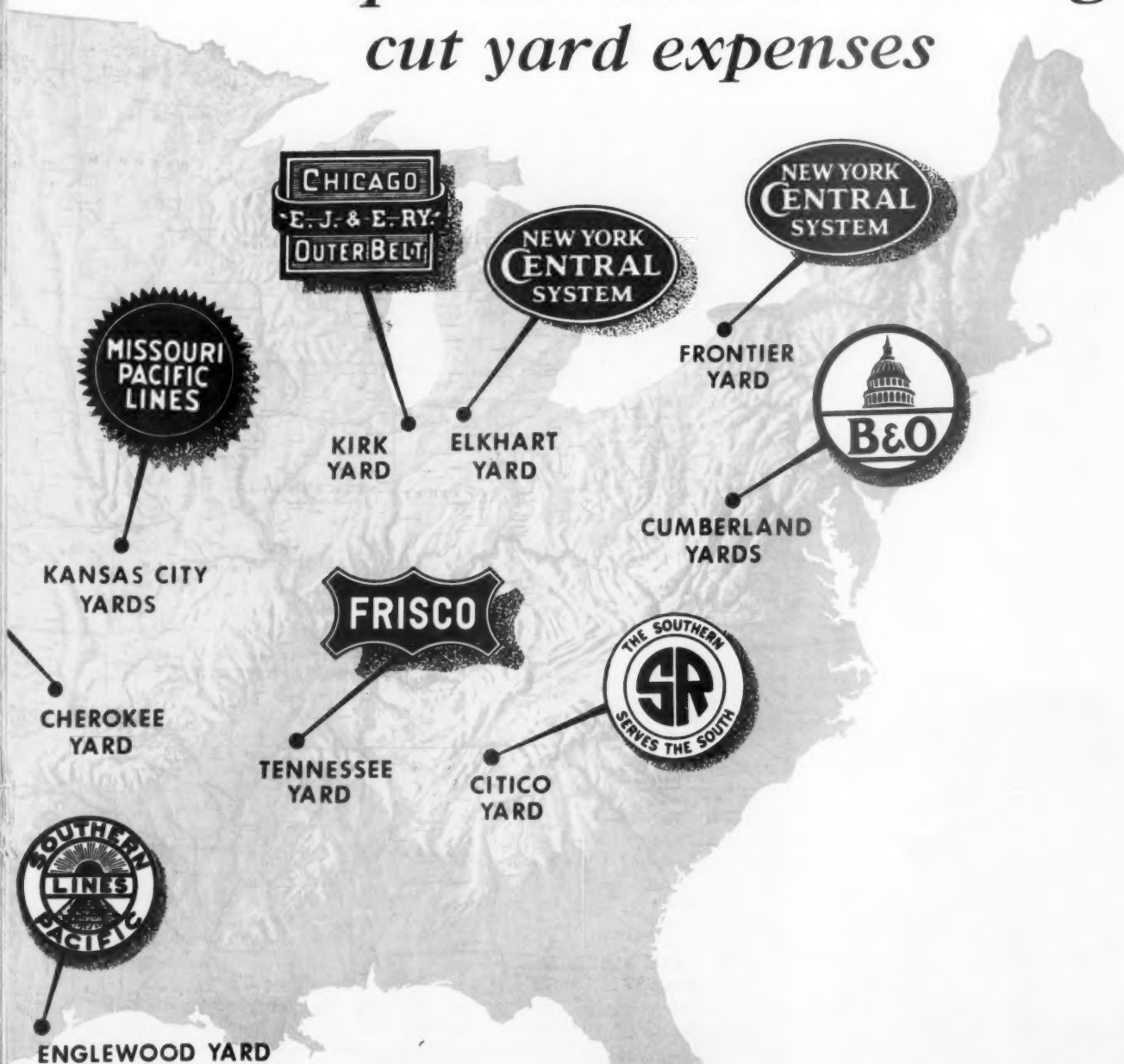
GRS YARD AUTOMATION Offers you

- Automatic routing
- Radar speed measurement
- Electronic analog computer
- Electronic programed switching
- Electronic cab signals
- Electronic robot car accelerator
- Electric car retarders
- Electric switch machines

chose...

YARD AUTOMATION

*to speed freight
protect cars and lading
cut yard expenses*



GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, NEW YORK ST. LOUIS 1, MISSOURI CHICAGO 1, ILLINOIS NEW YORK 17, NEW YORK



Here's the Story of

The current slump in carloadings is rapidly killing off the remnants of steam operations. Most of the 26 large U.S. and Canadian railroads still reporting steam locomotives on their rosters are holding them for peak-load emergencies. In 1957, these peak loads were few and far between. Most operations could be handled with the regular motive power pools.

There are a few major exceptions: Norfolk & Western, Illinois Central, Baltimore & Ohio, Nickel Plate, Union Pacific, and Duluth, Missabe & Iron Range in the U. S. Canadian National and Canadian Pacific north of the border still move a sizable portion of tonnage with steam power. Even on these roads, other forms of motive power have taken over certain districts exclusively and will eventually have the whole operation. UP's 7000 hp

"Big Boy" 4-8-8-4 class, contenders with the DM&IR 2-8-8-4 for the title "most powerful ever built," will be replaced by the new 8,500 hp gas turbines when the turbines are available in sufficient numbers.

Steamers in daily use are mostly holding down extra assignments in certain territories. Roads holding steamers in storage, either serviceable or for repairs, are keeping them for possible emergencies. Most stored steamers will be held until the engines come up for ICC flue repairs; then they will be scrapped rather than repaired.

Not all of the locomotives taken out of active service have gone to the scrap dealer. The Chicago & North Western, for example, keeps two ten-wheelers built half a century ago for ore dock pocket

NUMBER OF LOCOMOTIVES OF EACH WHEEL ARRANGEMENT
STILL ON ROSTERS

Classification	In Service			Stored or for Repair	Total
	U.S.	Canada	Total		
0-4-0	1	0	1	0	1
0-6-0	29	94	123	76	199
0-8-0	225	103	328	112	440
0-10-0	3	0	3	0	3
0-10-2	9	0	9	0	9
2-6-0	1	10	11	12	23
2-6-2	5	0	5	11	16
2-6-6-2	10	0	10	34	44
2-6-6-4	40	0	40	3	43
2-6-6-6	0	0	0	8	8
2-8-0	80	339	419	167	586
2-8-2	286	302	588	473	1061
2-8-4	62	0	62	38	100
2-8-8-2	155	0	155	15	170
2-8-8-4	35	0	35	9	44
2-10-0	60	7	67	67	134
2-10-2	73	39	112	50	162
2-10-4	44	1	45	90	135
4-4-0	0	2	2	1	3
4-4-4	0	5	5	7	12
4-6-0	1	181	182	100	282
4-6-2	25	395	420	179	599
4-6-4	3	54	57	24	81
4-6-4T	0	4	4	1	5
4-6-6-4	40	0	40	53	93
4-8-0	13	0	13	0	13
4-8-2	106	56	162	134	296
4-8-4	45	117	162	225	387
4-8-8-4	25	0	25	0	25
4-10-4	0	0	0	25	25
* 6-6-6-6	1	0	1	0	1
	1,377	1,709	3,086	1,914	5,000

* Steam-turbine electric

◀ MODERN STEAM POWER like 2-8-4 No. 743 on the NKP, holds down mainline movement on a few roads.

the Iron Horse in the Diesel Age

Just 1,709 steam locomotives on CPR and CNR, 1,377 on 15 Class I U.S. roads, were still huffing away when Railway Age counted heads recently. Add 1,087 locos in serviceable storage and another 827 stored for repairs to the 3,068 active steamers and you discover there are only 5,000 iron horses left on major railroad rosters. About 150 more are preserved in museums or parks.

washing. Three C&NW 4-6-4 types are kept for ore steaming plant use. The Duluth, Missabe & Iron Range still uses steam over its entire line without restriction, but does have a definite schedule for eventual dieselization. The road plans to retain 50 steam locomotives, after retiring them from road service, as steam supply for the road's ore steaming plants. Some northern roads, like the Great Northern and Northern Pacific, use steam engines for snow melting service as well as for steaming iron ore. The Union Pacific uses surplus steam power on some snow plows as well as for snow melting. Maine Central has two locomotives heating buildings, but these will be scrapped when their flues come due for replacement in 1958.

The Chesapeake & Ohio has three thermo-type locomotives for use in chemical plant switching where other power is prohibited. The Seaboard Air Line maintains an 0-4-0 steam locomotive specially built in 1936 for industrial switching on lines with extreme curvature. The locomotive is still kept as a standby for the regularly assigned diesel, but is used infrequently. In 1956, it ran a total of 282 miles. Like most of the other steam locomotives still around, it will be retired when it comes due for new flues.

What's in Store

Though there is no future for steam locomotive operations on this continent, there is a real demand for steam engines as museum pieces, operating or not, as the case may be. Western Pacific has four steam locomotives kept in serviceable storage and used only in occasional historical celebrations or for railfan trips. Again, these will be kept until the flues come due for replacement.

A good many railroads find that giving surplus steam locomotives to towns along the line is an excellent, relatively low-cost good-will builder. There are some 150 of these museum pieces at one place and another throughout the country, some in private museums, some in public parks.

A few railroads maintain their own steam museums, the best known of these



STEAM FUTURE is in museums and historic exhibits. This is the Davis 10-wheeler from the B&O museum.

the Baltimore & Ohio's Transportation Museum at old Mt. Clare station. Historic locomotives and cars (some original, some replicas) range from the 1829 "Tom Thumb" to the first streamlined diesel locomotive unit built (1937). When the B&O eventually retires its steamers from operation, the exhibit will include one of the 2-8-8-4 class Mallets, the largest and last steam locomotives built for the road.

The Canadian National maintains a museum train, consisting of three old steam locomotives and six vintage cars. The Southern Pacific maintains its first locomotive, "C. P. Huntington," on per-

manent display at Sacramento. In the near future one of SP's giant cab-ahead Mallets will be exhibited next to the tiny woodburner. Other historic engines like PRR's record breaking Atlantic and New York Central's 999 are available for special displays.

The last appearance of 999 was at New York City's Fifth Avenue Golden Anniversary celebration. Grand Central tracks don't quite reach to Fifth Avenue, but neither the Fifth Avenue Association nor the 12,000 people who visited the old engine during the week quibbled about this little detail.

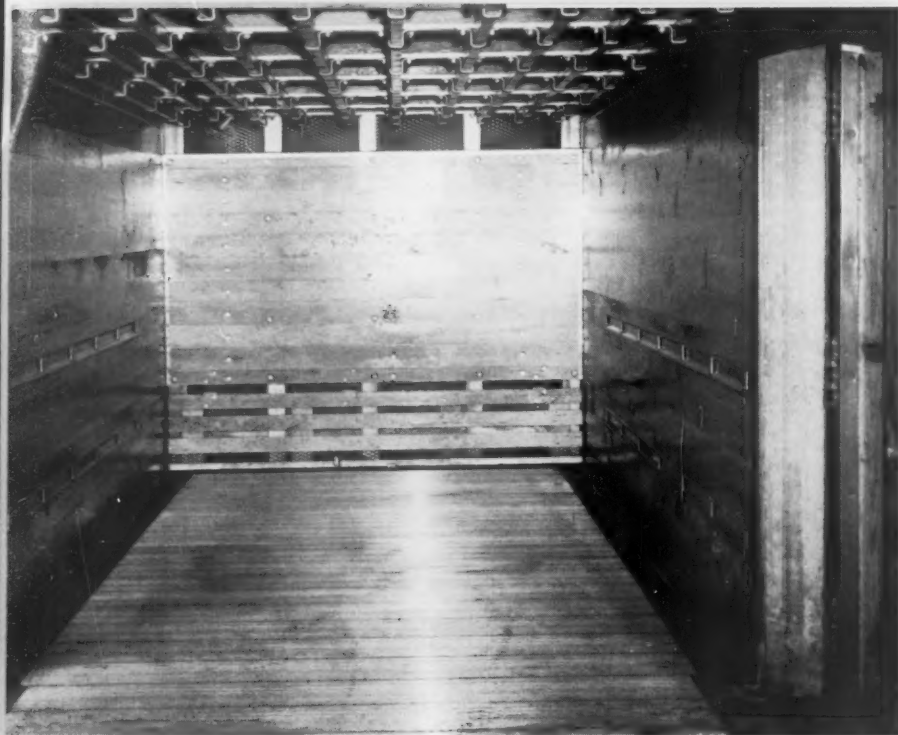
Coal Fires Go Out—"Jawn Henry" Dies

Norfolk and Western Experimental Locomotive 2300 "Jawn Henry" was permanently retired December 31st, its mission accomplished. Maintenance cost of the huge coal-fired, steam turbine electric drive engine had become prohibitive, even though it burned some 30 per cent less coal than conventional locomotives. "Jawn Henry" proved the principle of using coal as a fuel in such an engine regardless of deficiencies in various components.

N&W's experience indicates that a more economical and dependable coal-burning steam turbine locomotive could be designed and built. "Jawn Henry" was a prototype, expensive to build and, as time went on, increasingly difficult to maintain.

Various difficulties were encountered in the electrical, feed-water and turbine components. The complexity of the control system and of the locomotive generally combined to cause an excessive number of failures which often took it out of service.

The 4500 horsepower engine with water tender was 161 feet, 11½ inches long and when loaded with coal and water weighed 586 tons.



SEALING FEATURES attract Reynolds' R. L. Spence and Wilson's J. R. Jennings.

EASY CLEANING is made possible with corrosion-proof aluminum floors, left.

HOW TO BUILD NEW LIFE INTO REEFERS:

Replace Wood Floors with Aluminum

Two ice refrigerator cars with aluminum floors are now being tested by Wilson Car Lines. The floors were designed by Reynolds Metals Company with help from Pacific Car & Foundry and Wilson. The cars were built new and floors installed in PC&F's Renton, Wash., shops.

Wilson officials believe the floors will offer important savings in operational costs. Longer service life with less maintenance is expected, along with less idle time for cleaning and drying of cars. The lightweight metal resists corrosion and does not absorb moisture or odors. Rey-

nolds research studies show the aluminum floor is an economically sound application for refrigerator cars.

Reynolds engineers say the floors can easily be installed in existing equipment at the time worn-out wooden floors are replaced. With most refrigerator cars having a service life of 15 to 20 years, one replacement of a wooden floor is required. Based on applications to refrigerated transport trucks, they expect the aluminum car floor will last the lifetime of the car under normal operating conditions.

The new floors are composed of 10 in. wide 6063 alloy aluminum extrusions. Each extends the width of car and is fastened by screws to the wooden floor stringers. The edges interlock to the adjoining shapes, making a moisture-proof joint. The floor is about $\frac{1}{8}$ in. thick, and is reinforced by five integral parallel ribs running the length of the section. The surface has serrations 0.031 in. deep, providing a non-skid floor for safety in loading and unloading.

A border strip without serrations is used along the edges of the floor to facilitate drainage and cleaning. The bottom board on the car sides is replaced with interlocked sections of aluminum flashing. Tongue and grooving at top gives waterproof protection $\frac{5}{8}$ in. above the floor.



TEST CAR is one of two in 800-car order equipped with aluminum floors.

New Products Report



Lightweight Motor Cars

Two lightweight utility motor cars have been introduced by Kalamazoo Manufacturing Company. Model 57 W can accommodate up to four men. It's equipped with a Wisconsin AENL engine developing 9 hp. Model 56W can accommodate six to eight men; has a Wisconsin TH engine developing 16.4 hp. Both units drive through a geared transmission with two speeds forward, two reverse. Manufacturer claims the two units have 95% interchangeable parts. *Kalamazoo Manufacturing Co., 1827 Reed st., Kalamazoo, Mich.*

Filter Furnishes Fresh Air

Filtered fresh air can be provided in confined spaces by Filtairvent, a synthetic fabric hose. It uses a positive pressure impeller to deliver a rated 560 cfm of air through a 20-ft length of 8-in. diameter. Hose contains a 6-ft, flame-proof filter large enough to operate a year or more in average dust conditions. It is not affected by temperature extremes, and is inert to oils, grease, and most chemicals, the manufacturer's report says. *Dustender Co., Dept. RA, 3584 Pontiac rd., Ann Arbor, Mich.*

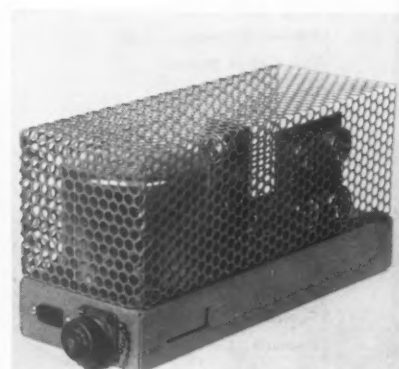


Crossing Lights Pierce Fog

For longer approach warning and to attract attention to conventional crossing signals, Western Railroad Supply Co. has developed its Strobeacon, similar to an electronic photo-flash. Made by Kemlite Laboratories, the lamp flashes blue-white light visible up to five miles. Red lenses are not effective for long range. Lamps with a three degree spread are mounted 15 feet above ground on the same mast as flashing-light signals. *Western Railroad Supply Co., Dept. RA, 2428 Ashland av., Chicago*

Copy System Suits RRs

Eastman Kodak reports that many railroads are finding its Verifax copying system a valuable aid in reducing work and costs. This cuts the amount of revenues channeled into clerical operations without sacrifice of promptness in preparing data for management. The system is said to lend itself especially well to railroad paper work because of the repetitive, large-volume nature of railroad traffic. Here are some railroad applications for the copying system, *Eastman Kodak Co., Dept. RA, Rochester, N.Y.*



Transistorized Inverter

AC power for railroad radio, electronic and CTC control equipment may be obtained by using a new Sperry completely transistorized power inverter. Operating from 12, 24 or 72-volts dc, the inverter supplies 117-volts ac, plus or minus 5% at rated input. Output power is rated at 200 to 300 volt-amp. Sixty cycle frequency is held within plus or minus 1 cycle per second. Weighing 10 to 20 lb, the inverter measures 4 by 4 by 10 in. *Sperry Rail Service Division, Dept. RA, Sperry Products, Danbury, Conn.*

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Stock Record Control
Junction Settlement
Budget Analyses
ICC Rulings
Cash Receipts
Claim Reports
Car Repair Bills
Salary Schedules
Wheel Reports
Weight Agreements
Bills of Lading

Docket Applications
Financial Statements
Construction Estimates
Payroll Records
Pass Regulations
Minutes of Meetings
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Employment Lists
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Road-Rail Switch Kit

Most automobiles or light trucks can be adapted for service on rails with the "Rail-Road Conversion Unit." Provided in kit form, ready to install, the assembly promises big savings in vehicle conversion costs. Each assembly includes front-and-rear-mounted retractable cast steel guide wheels. Wheels lock up or down; provide adequate highway clearance when retracted. Prices average under \$1,500; installation costs \$300 to \$400. *W. T. Cox Co., Railway Sales, Dept. RA, 6308 Troost av., Kansas City, Mo.*

Freight Operating Statistics of Large Railways—Selected Items

	Region, Road and Year	Miles of road operated	Train miles	Locomotive Miles		Car Miles		Ton-miles (thousands)		Road-loos on lines			
				Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos and tenders	Net rev. and non-rev.	Serviceable	Unstated	Stated	Per cent B.O.
New England Region	Boston & Maine.....	1957	1,560	234,965	235,012	4,253	8,778	62.7	598,875	243,222	77	2	2.5
		1956	1,561	247,639	254,129	11,157	9,972	67.2	651,909	275,243	68	1	1.4
	N. Y., N. H. & Hfd.....	1957	1,739	276,698	276,698	18,625	11,011	64.6	730,661	306,930	87	8	8.4
		1956	1,740	272,201	272,201	18,864	11,907	68.3	749,897	314,351	91	11	10.8
	Delaware & Hudson.....	1957	771	169,766	175,864	7,490	9,233	66.9	667,255	352,001	38	2	5.0
		1956	771	187,691	193,238	7,034	10,520	72.3	725,401	389,794	34	7	17.1
	Del., Lack. & Western.....	1957	928	266,448	272,584	16,208	11,893	66.9	788,411	332,754	60	3	4.8
		1956	962	302,646	313,067	25,814	13,369	70.3	866,954	385,439	62	1	1.7
	Erie.....	1957	2,207	595,055	597,855	17,290	33,599	67.8	2,097,009	811,975	172	1	.6
		1956	2,211	657,723	665,163	23,020	36,755	67.6	2,322,360	936,129	169	1	1.2
Great Lakes Region	Grand Trunk Western.....	1957	951	225,975	234,450	1,596	7,353	60.5	518,012	206,838	49	15	19.2
		1956	950	280,870	290,066	1,987	9,169	61.3	656,926	274,982	54	18	25.0
	Lehigh Valley.....	1957	1,133	224,642	227,814	5,118	9,423	63.7	680,973	319,432	30	4	11.8
		1956	1,135	235,754	239,428	6,478	11,222	66.3	781,978	368,711	32	2	5.9
	New York Central.....	1957	10,570	2,171,622	2,195,447	105,115	91,455	58.3	6,856,067	3,051,396	465	20	23.4
		1956	10,565	2,449,351	2,483,696	115,112	103,259	61.1	7,552,297	3,443,645	546	4	58.9
	New York, Chic. & St. L.....	1957	2,155	700,177	714,134	5,020	30,547	63.3	2,199,901	984,920	169	7	15.7
		1956	2,155	767,050	787,071	9,133	33,529	66.3	2,389,234	1,107,434	179	1	11.3
	Pitta. & Lake Erie.....	1957	221	62,803	62,803	.....	2,624	65.8	231,205	143,428	16	1	1.7
		1956	221	65,465	65,465	.....	3,076	70.2	259,835	163,966	14	1	1.8
Central Eastern Region	Wabash.....	1957	2,379	532,700	534,320	6,314	23,543	65.1	1,592,638	645,569	110	2	1.8
		1956	2,381	563,010	564,295	6,387	25,643	66.7	1,695,905	689,396	111	1	1.8
	Baltimore & Ohio.....	1957	5,896	1,595,325	1,753,723	151,515	66,017	60.1	5,471,243	2,675,687	462	25	9.6
		1956	5,910	1,680,607	1,879,910	172,109	69,185	64.1	5,551,257	2,787,878	470	19	88.15.3
	Beasmer & Lake Erie.....	1957	208	52,702	56,798	128	2,443	62.2	287,766	188,340	15	1	1.7
		1956	208	72,683	77,132	211	3,872	56.9	467,947	296,207	16	1	1.7
	Central RR Co. of New Jersey.....	1957	612	123,928	124,976	6,249	4,679	65.4	355,696	189,054	67	3	2.9
		1956	612	134,191	135,451	7,642	5,323	65.7	410,585	218,819	66	2	2.9
	Chicago & Eastern Ill.....	1957	862	116,858	116,858	2,433	5,111	64.9	375,582	183,422	26	3	10.3
		1956	868	124,130	124,130	2,885	5,720	66.6	421,620	212,620	29	2	6.5
Southern Region	Elgin, Joliet & Eastern.....	1957	236	86,917	87,374	.....	2,603	60.1	221,635	119,877	38	1	4.9
		1956	236	96,657	97,204	.....	3,072	62.6	255,139	139,087	38	2	5.0
	Pennsylvania System.....	1957	9,911	2,971,136	3,174,454	235,932	126,643	64.4	9,462,420	4,524,766	848	43	187.17.3
		1956	9,892	3,241,325	3,469,484	272,923	140,361	68.5	10,203,496	5,093,638	923	3	253.21.5
	Reading.....	1957	1,303	339,588	341,716	12,642	12,901	60.4	1,069,007	575,924	164	17	11.5
		1956	1,303	371,780	374,163	14,240	14,607	66.6	1,172,599	648,285	162	10	17.9.0
	Western Maryland.....	1957	846	169,990	175,098	8,599	6,999	62.9	615,114	356,070	52	1	1.7
		1956	846	175,536	183,120	10,745	7,310	64.3	611,576	350,122	44	1	1.7
	Chesapeake & Ohio.....	1957	5,067	1,550,330	1,556,260	30,628	71,099	54.2	6,583,540	3,654,977	618	3	70.10.1
		1956	5,067	1,652,933	1,675,085	46,451	73,858	56.5	6,644,421	3,750,960	539	23	88.13.5
Northwestern Region	Norfolk & Western.....	1957	2,110	727,231	800,877	65,010	39,293	56.1	3,833,624	2,115,132	236	13	9.3.5
		1956	2,110	800,765	873,058	79,030	40,613	58.8	3,856,544	2,149,310	218	5	17.7.1
	Atlantic Coast Line.....	1957	5,283	681,477	681,480	8,035	23,179	57.5	1,787,435	803,787	105	29	1.7
		1956	5,283	811,606	811,606	9,289	25,064	59.5	1,905,730	873,604	157	1	5.4
	Central of Georgia.....	1957	1,730	196,840	196,840	1,940	8,190	66.0	592,849	290,753	34	2	5.6
		1956	1,731	215,233	215,233	2,178	8,593	67.0	614,625	300,934	34	1	5.6
	Florida East Coast.....	1957	571	109,305	109,305	40	3,494	52.8	276,032	103,071	51	1	12.1
		1956	571	107,359	107,359	73	3,530	51.5	284,611	106,939	49	2	3.9
	Gulf, Mobile & Ohio.....	1957	2,717	271,012	271,012	209	15,668	66.6	1,108,387	533,826	86	5	5.5
		1956	2,717	285,448	285,448	222	16,983	70.7	1,146,233	565,337	79	12	13.2
Central Western Region	Illinois Central.....	1957	6,497	1,172,714	1,172,714	33,067	49,975	60.3	3,743,381	1,722,145	276	46	47.12.7
		1956	6,503	1,295,358	1,297,190	37,325	55,515	63.4	4,107,759	1,971,480	326	2	67.17.0
	Louisville & Nashville(*).....	1957	5,686	1,076,708	1,079,134	20,564	39,345	60.0	3,069,604	1,556,507	161	1	2.4
		1956	5,698	1,109,755	1,117,831	19,989	41,128	62.4	3,102,292	1,581,973	215	19	20.7.9
	Seaboard Air Line.....	1957	4,049	625,696	625,696	575	23,827	59.6	1,805,943	829,576	140	1	5.3.4
		1956	4,051	624,178	624,178	480	24,364	63.4	1,774,463	824,771	141	1	5.4
	Southern.....	1957	6,251	882,414	882,488	9,473	41,577	66.3	2,784,435	1,290,321	194	2	20.9.3
		1956	6,259	924,009	924,009	12,584	45,025	68.1	2,966,670	1,391,634	188	9	11.5.6
	Chicago & North Western (†).....	1957	9,252	926,237	926,237	8,924	35,505	61.5	2,626,328	1,118,407	185	1	3.3
		1956	9,295	913,076	914,347	10,194	38,962	67.2	2,713,955	1,194,326	180	9	11.5.5
Southwestern Region	Chicago Great Western.....	1957	1,437	138,101	138,101	219	7,809	64.4	557,270	254,863	29	1	3.3
		1956	1,437	140,332	140,332	210	8,924	71.3	597,883	286,036	30	1	6.3
	Chic., Milw., St. P. & Pac.....	1957	10,586	959,123	972,238	16,613	43,642	62.6	3,022,817	1,319,176	297	1	4.9
		1956	10,621	1,052,446	1,070,546	19,555	48,743	65.3	3,293,143	1,471,833	295	1	14.2.5
	Duluth, Missabe & Iron Range.....	1957	567	131,505	131,909	921	6,120	50.0	684,317	418,480	66	6	10.12.2
		1956	569	170,217	171,734	1,919	7,956	50.7	859,740	516,227	60	10	14.3
	Great Northern.....	1957	8,273	1,161,671	1,165,913	24,308	48,506	65.4	3,515,287	1,666,350	251	53	1.3
		1956	8,274	1,308,794	1,313,614	37,673	58,559	66.7	4,282,093	2,122,631	278	34	23.6.9
	Minneapolis, St. P. & S. Ste. M.....	1957	4,169	447,196	448,436	1,268	14,542	65.2	996,421	452,913	86	8	4.1
		1956	4,171	429,901	431,490	1,589	16,297	69.1	1,097,576	525,790	84	2	5.5.5
Central Southern Region	Northern Pacific.....	1957	5,534	798,970	807,015	14,058	34,785	67.1	2,369,706	1,072,974	240	50	8.7
		1956	5,569	871,230	886,565	23,497	37,963	70.0	2,524,830	1,164,935	213	56	42.13.5
	Spokane, Portland & Seattle.....	1957	944	141,036	141,036	1,351	5,931	72.4	395,010	186,388	57	1	1.8
		1956	946	145,479	145,479	1,404	6,290	75.8	414,552	203,270	55	1	1.8
	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.).....	1957	13,172	2,413,443	2,547,550	49,277	112,930	62.6	7,799,896	2,902,404	571	26	90.13.1
		1956	13,124	2,547,337	2,658,407	52,058	120,975	65.0	8,047,586	3,066,711	562	48	58.7
	Chic., Burl. & Quincy.....	1957	8,728	1,194,092	1,188,614	24,394	53,181	64.2	3,534,496	1,466,766	171	24	46.19.1
		1956	8,765	1,261,398	1,256,510	32,984	57,479	67.2	3,774,935	1,636,			

For the Month of October 1957 Compared with October 1956

Region, Road and Year	Freight cars on line			Per Cent B.O.	G.t.m. per train-hr. exd. locos. and tenders		G.t.m. per train-mi. ton-mi. and train-mile		Net ton-mi. per l'd car-day	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
	Home	Foreign	Total											
New England Region														
Boston & Maine.....	1957	2,084	7,924	10,008	1.8	39,291	2,556	1,038	27.7	776	44.7	5,029	15.4	106.9
1956	1,427	9,467	10,894	2.1	38,746	2,644	1,116	27.6	831	44.8	5,688	14.7	143.0	
N. Y., N. H. & Hfd.....	1957	3,013	13,363	16,376	2.5	41,697	2,641	1,109	27.9	593	33.0	5,693	15.8	122.6
1956	2,286	14,876	17,162	3.2	41,959	2,755	1,155	26.4	582	32.3	5,828	15.2	119.0	
Great Lakes Region														
Delaware & Hudson.....	1957	2,922	5,824	8,746	4.9	67,949	3,950	2,084	38.1	1,327	52.0	14,727	17.3	154.9
1956	1,363	6,984	8,347	6.7	64,543	3,883	2,087	37.1	1,573	58.7	16,309	16.7	177.8	
Del., Lack. & Western.....	1957	5,367	9,425	14,792	4.7	54,127	3,010	1,271	28.0	704	37.6	11,567	18.3	163.9
1956	3,234	11,521	14,755	2.5	50,422	2,919	1,298	28.8	832	41.1	12,922	17.6	192.2	
Erie.....	1957	10,079	18,443	28,522	4.2	72,631	3,552	1,375	24.2	922	56.2	11,868	20.6	126.9
1956	5,277	22,556	27,833	2.4	70,644	3,570	1,439	25.5	1,103	61.0	13,658	20.0	143.5	
Grand Trunk Western.....	1957	5,491	6,954	12,445	7.9	50,112	2,305	894	27.3	520	31.5	6,812	21.9	104.3
1956	3,916	9,777	13,693	8.1	50,220	2,361	988	30.0	669	36.4	9,327	21.5	139.0	
Lehigh Valley.....	1957	4,162	10,130	14,292	6.4	66,834	3,070	1,440	33.9	733	33.9	9,095	22.0	242.8
1956	3,984	10,656	14,640	4.3	70,126	3,361	1,585	32.9	820	37.6	10,479	21.1	252.2	
New York Central.....	1957	56,401	85,287	141,688	3.5	53,073	3,193	1,421	33.4	717	36.9	9,312	16.8	167.9
1956	45,624	99,925	145,550	2.5	50,544	3,146	1,434	33.3	774	38.0	10,514	16.4	164.7	
New York, Chic. & St. L.....	1957	9,874	15,504	25,378	8.2	53,914	1,428	1,428	32.2	1,148	61.1	14,743	17.2	135.5
1956	6,126	21,186	27,312	4.5	50,229	3,196	1,481	33.0	1,334	60.9	16,577	16.1	140.6	
Pitts. & Lake Erie.....	1957	4,798	7,802	12,600	8.1	58,667	3,697	2,293	54.7	365	10.1	20,935	15.9	129.8
1956	2,299	9,786	12,085	3.7	60,469	3,991	2,518	53.3	429	11.5	23,933	15.2	165.0	
Wabash.....	1957	9,263	10,853	20,116	5.1	64,607	3,002	1,217	27.4	1,039	58.1	8,754	21.6	166.5
1956	8,641	11,231	19,872	4.7	65,365	3,022	1,228	26.9	1,131	63.0	9,340	21.7	174.1	
Central Eastern Region														
Baltimore & Ohio.....	1957	50,102	44,662	94,764	7.7	52,388	3,490	1,707	40.5	925	38.0	14,639	15.3	119.6
1956	44,584	50,489	95,073	4.8	51,252	3,368	1,692	40.3	918	35.5	15,217	15.5	120.1	
Bessemer & Lake Erie.....	1957	4,863	901	5,764	9.2	55,667	3,635	3,688	77.1	1,058	22.1	29,209	17.5	128.8
1956	3,783	1,598	5,381	5.4	107,747	6,666	4,220	76.5	1,818	41.7	45,938	16.7	170.5	
Central R.R. Co. of New Jersey.....	1957	2,828	9,131	11,959	10.2	40,922	2,973	1,572	40.2	502	19.1	9,912	14.3	86.7
1956	1,867	10,661	12,528	7.0	43,224	3,202	1,707	41.1	540	20.0	11,534	14.1	97.3	
Chicago & Eastern Ill.....	1957	3,017	2,966	5,983	10.8	56,881	3,231	1,578	35.9	964	41.4	9,864	17.7	142.3
1956	2,145	4,013	6,158	8.9	54,678	3,421	1,725	37.2	1,116	45.1	7,902	16.1	146.0	
Elgin, Joliet & Eastern.....	1957	7,350	8,381	15,731	5.5	52,044	2,699	1,460	46.1	244	8.8	16,386	8.6	87.9
1956	5,856	16,224	22,080	3.8	50,299	2,764	1,507	45.3	240	8.5	19,011	7.7	103.1	
Pennsylvania System.....	1957	96,868	98,593	195,461	10.2	53,824	3,272	1,565	35.7	741	32.2	14,727	16.9	170.5
1956	104,735	90,163	194,898	6.6	51,903	3,243	1,619	36.3	845	14.0	16,610	16.5	110.4	
Reading.....	1957	13,094	19,330	32,424	4.5	51,062	3,207	1,696	44.6	583	21.6	14,258	15.9	70.6
1956	9,749	23,170	32,919	3.2	50,317	3,154	1,744	44.4	631	21.3	16,049	16.0	79.4	
Western Maryland.....	1957	5,447	3,325	8,772	2.9	53,675	3,722	2,155	50.9	1,277	39.9	13,577	14.8	123.3
1956	3,609	4,738	8,346	2.4	51,553	3,569	2,043	47.9	1,394	45.3	13,350	14.8	163.7	
Potomac Region														
Chesapeake & Ohio.....	1957	62,317	30,442	92,759	.9	80,775	4,271	2,371	51.4	1,292	46.4	23,269	19.0	80.1
1956	48,826	34,891	83,717	.8	74,986	4,045	2,284	50.8	1,477	51.5	23,880	18.7	92.2	
Norfolk & Western.....	1957	39,051	10,187	49,238	0.8	91,285	5,425	2,993	53.8	1,402	46.4	32,337	17.3	116.5
1956	32,099	10,839	42,938	1.0	82,240	4,947	2,757	52.9	1,651	53.0	32,859	17.1	137.3	
Southern Region														
Atlantic Coast Line.....	1957	22,049	17,325	39,374	2.4	47,495	2,630	1,183	34.7	663	33.2	4,908	18.1	183.5
1956	17,193	18,276	35,469	4.8	44,821	2,758	1,081	34.9	697	38.4	5,335	19.1	171.8	
Central of Georgia.....	1957	3,091	6,562	9,653	3.3	52,679	3,016	1,479	35.5	1,002	42.2	5,421	16.2	132.2
1956	2,221	7,292	9,513	2.6	48,974	2,861	1,401	35.0	1,010	43.0	5,608	17.2	214.9	
Florida East Coast.....	1957	563	3,409	3,972	.9	42,996	2,539	948	29.5	830	53.3	5,823	17.0	66.8
1956	295	3,817	4,112	.6	43,525	2,653	997	30.3	909	58.3	6,041	16.4	77.0	
Gulf, Mobile & Ohio.....	1957	6,087	10,394	16,481	6.5	74,343	4,094	1,972	34.1	1,009	44.4	6,338	18.2	105.1
1956	4,559	11,762	16,321	6.3	73,528	4,018	1,982	33.3	1,141	48.4	6,712	18.3	111.1	
Illinois Central.....	1957	27,242	25,645	52,887	1.8	53,117	3,226	1,484	34.5	1,049	50.5	8,551	16.6	116.6
1956	22,026	29,957	51,983	1.6	51,249	3,210	1,540	35.5	1,249	55.5	9,780	16.2	132.2	
Louisville & Nashville(*).....	1957	31,930	19,132	51,062	5.7	50,383	2,858	1,449	39.6	999	42.1	8,830	17.7	234.7
1956	26,930	20,739	47,669	3.8	49,276	2,802	1,429	38.5	1,104	46.0	8,956	17.6	156.8	
Seaboard Air Line.....	1957	14,508	14,150	28,658	2.7	53,524	2,944	1,352	34.8	967	46.6	6,609	18.5	162.8
1956	11,085	16,922	28,007	2.1	51,287	2,891	1,344	33.9	956	44.6	6,568	18.0	163.2	
Southern.....	1957	16,692	25,544	42,236	4.4	52,173	3,167	1,468	31.0	991	48.1	6,659	16.5	151.1
1956	14,698	25,231	39,929	3.7	54,119	3,225	1,513	30.9	1,135	53.9	7,172	16.9	163.2	
Northwestern Region														
Chicago & North Western (†).....	1957	22,107	29,637	51,744	4.1	49,051	2,859	1,217	31.5	696	35.9	3,899	17.3	177.7
1956	15,400	41,814	57,214	4.0	49,048	3,032	1,334	30.7	635	31.6	4,145	16.5	162.3	
Chicago Great Western.....	1957	2,252	4,655	6,907	3.2	74,641	4,849	3,266	72.6	1,198	47.0	5,721	18.5	155.2
1956	1,547	4,854	6,401	2.9	78,452	4,265	2,040	32.1	1,449	63.3	6,421	18.9	148.3	
Chic., Milw., St. P. & Pac.....	1957	32,941	27,155	60,096	5.2	59,583	3,162	1,380	30.2	698	36.9	4,020	18.9	114.5
1956	25,492	34,340	59,832	6.0	58,030	3,137	1,402	30.2	771	39.1	4,470	18.5	124.8	
Duluth, Missabe & Iron Range.....	1957	14,672	994	15,666	5.5	97,412	5,458	3,338	68.4	881	25.7	23,808	18.7	62.6
1956	13,737	1,146	14,883	3.3	88,061	5,346	3,210	64.9	1,130	34.3	29,266	17.4	92.6	
Great Northern.....	1957	23,895	20,233	44,128	2.6	57,318	3,072	1,456	34.4	1,207	53.7	6,497	18.9	136.7
1956	20,314	22,002	42,316	2.0	60,466	3,325	1,648	36.2	1,515	62.7	8,276	18.5	142.3	
Minneapolis, St. P. & S. Ste. M.....	1957	6,923	8,238	15,161	2.6	47,942	2,240	1,018	31.1	954	46.9	3,504	21.5	165.8
1956	5,587	10,102	15,689	4.4	51,954	2,562	1,227	32.3	1,055	47.3	4,066	20.3	172.4	
Northern Pacific.....	1957	18,358	17,702	36,060	3.4	58,852	2,970	1,345	30.8	958	46.3	5,297	19.8	95.8
1956	16,003	17,454	33,457	4.4	55,362	2,906	1,341	30.7	1,076	50.1	5,721	19.1	99.9	
Spokane, Portland & Seattle.....	1957	1,431	4,365	5,796	2.5	41,031	2,819	1,330	31.4	1,050	46.2	6,369	14.7	93.3
1956	1,086	4,071	5,157	2.2	40,322	2,864	1,404	32.3	1,144	46.7	6,931	14.2	96.9	
Central Western Region														
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.).....	1957	53,411	36,971	90,382	6.7	72,413	3,237	1,204	25.7	1,055	65.5	7,108	22.4	131.4
1956	50,148	40,047	90,195	4.5	71,645	3,169	1,208	25.3	1,113	67.6	7,538	22.7	140.7	
Chic., Burl. & Quincy.....	1957	19,059	25,218	44,277	3.3	60,930	2,969	1,232	27.6	1,048	59.2			

Young's Death Won't End Merger Talks

Robert R. Young, one of the most controversial figures in modern American railroading, shot and killed himself in his Palm Beach, Fla., home on January 25.

Mr. Young had been chairman of the New York Central since June 1954.

Mr. Young's death has not ended the discussions in progress for possible merger of the NYC and the Pennsylvania. James M. Symes, PRR president, said the studies should continue "to determine the desirability of such a move in the public interest."

Acquisition of control of the huge New York Central system had been based upon Mr. Young's position as chairman of the Alleghany Corporation. He, with the help of a friend, Allen P. Kirby, acquired control of Alleghany, a holding company for the vast, bankrupt Van Sweringen railroad empire, in 1937.

A statement issued jointly by Alleghany and the NYC said Mr. Young's suicide was not related to the financial position of either company.

Alleghany owns slightly less than 1,000,000 shares of NYC common stock. Its other interests include 50% of the Missouri Pacific's Class B stock, and major interests in Webb & Knapp, Inc., New York real estate firm, and in Investors



ROBERT R. YOUNG

Diversified Services, which controls mutual fund investment companies.

As a result of his control over Alleghany, Mr. Young became chairman of the Chesapeake & Ohio in 1942. Shortly thereafter he began to work for control of the NYC.

His campaign involved a series of advertisements attacking alleged control of

that carrier by banking interests. Probably the most famous advertisement in the series was one headlined in bold type: "A hog can cross the country without changing trains, but you can't."

In 1947, after C&O had acquired 400,000 NYC shares, Mr. Young requested two seats on the latter's board. Central management was willing, but the Interstate Commerce Commission refused to sanction the arrangement. The commission turned thumbs down under an order which forbade interlocking relationships between the two roads.

Mr. Young subsequently resigned his C&O chairmanship. This freed him for a full-scale battle to control the Central. The resulting proxy fight was one of the most bitter in railroad history.

While on the C&O Mr. Young formed the Federation for Railway Progress, which he claimed would do more for railroads, investors and the public than the Association of American Railroads. He withdrew from active association in the federation at the end of 1954. Since that time it has continued as an independent organization without affiliation with individual railroads.

Mr. Young was born February 14, 1897, in Canadian, Texas.

Railroading



After Hours with Jim Lyne

FAREWELL TO ROBERT R. YOUNG—The railroad industry has had no more controversial a figure during the past two decades than the late Mr. Young—and also no one more widely known to the general public. He contributed a lot of interest and excitement to the business, even though many railroad people would gladly have foregone some of it.

He made me wince more than once by public statements that struck me as extravagant and inaccurate—although there was mighty little of that in recent years. When he took out after my friends, I was most unhappy at some of the things he said. Nevertheless, in his treatment of me personally, and of Railway Age, few people I have known in the railroad business have been more considerate or generous than he.

NOT EASY TO CLASSIFY—There is no simple formula to explain a dynamic and complex character such as Bob Young's, alternately belligerent and gentle. Probably a partial explanation is to be found in the fact that, quite evidently, he deliberately became sensational when he was talking to reporters or into a microphone—to assure himself a popular audience. He was like the fellow who trained mules by gentle precept, but occasionally found it expedient to hit them over the head with a two-by-four to get their attention.

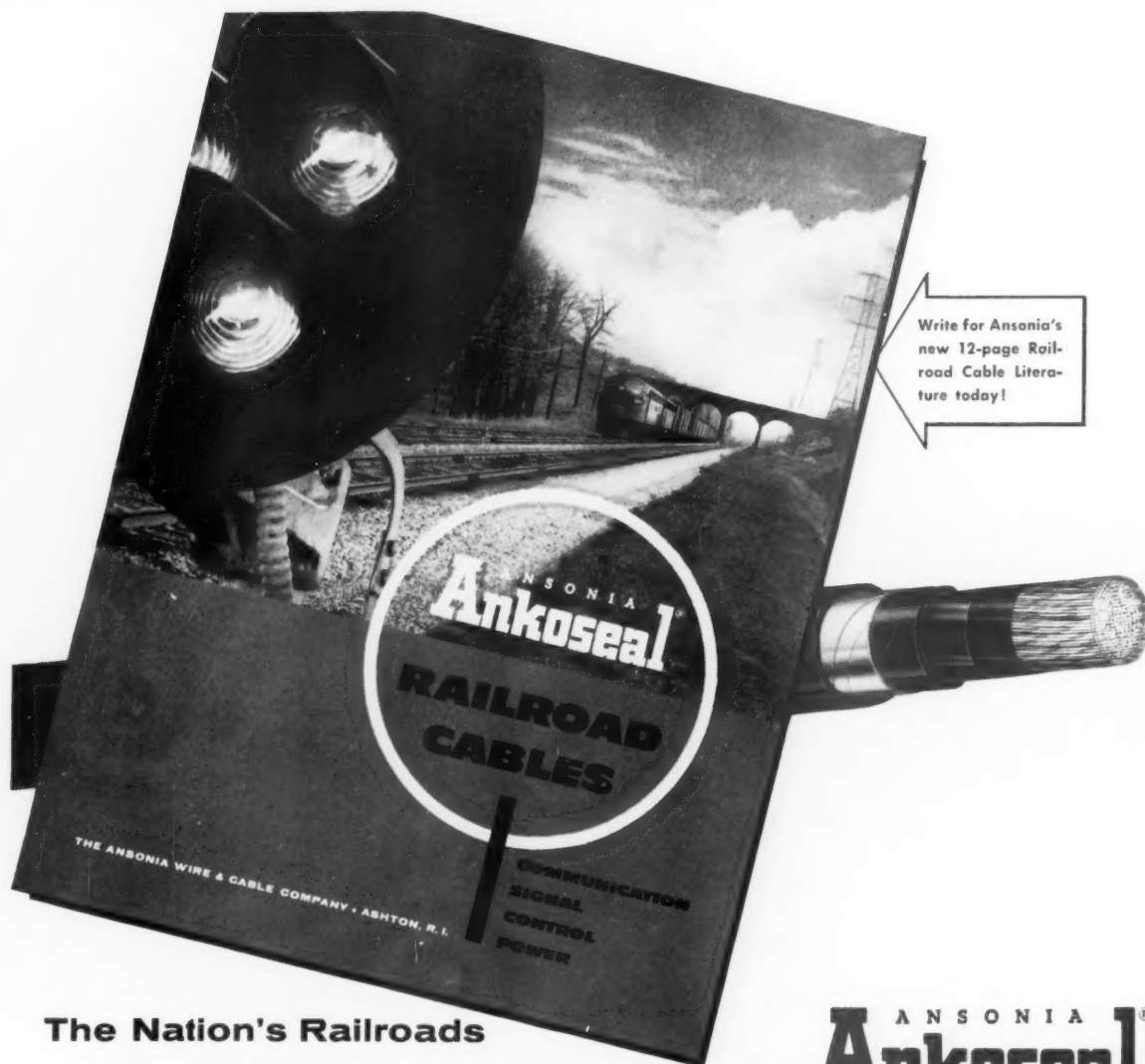
Thus it is that people who judge the Young career in the railroading business largely by his public speeches, or by what they read in the papers, have a totally different estimation of

the man than, for example, Walter Tuohy or Al Perlman have.

Bob Young was a chance-taking innovator—in an industry which, in the aggregate, has suffered more from conservatism than from experimentation. If innovation often misses fire, then the opposite course has still less to commend it. Bob Young was a committed railroader, interested in the industry as such, not financially only.

CANADIAN HOSPITALITY—I was in Montreal the other evening for a dinner given in honor of Herb Lash and Claude Melancon—railway public relations stalwarts who are retiring from active duty with the Canadian National. Most of the guests were press and radio people—and at least half of them were French-speaking. This doesn't mean that they didn't speak English too—all educated French-Canadians do—but to find English-speaking Canadians who do well in French is another matter.

Anyhow, Lash and Melancon were a team throughout their p.r. careers on the CNR—Herb working the English beat (and heading the department for quite a few years) and Claude attending to the French end of it. They were both newspaper men before they became railroaders and public relations practitioners, and they learned their trade under Walter Thompson—as proficient an artist at press relations as either the railroad industry or the North American continent have yet produced. And both Claude and Herb handled information matters for the Ottawa government during the war.



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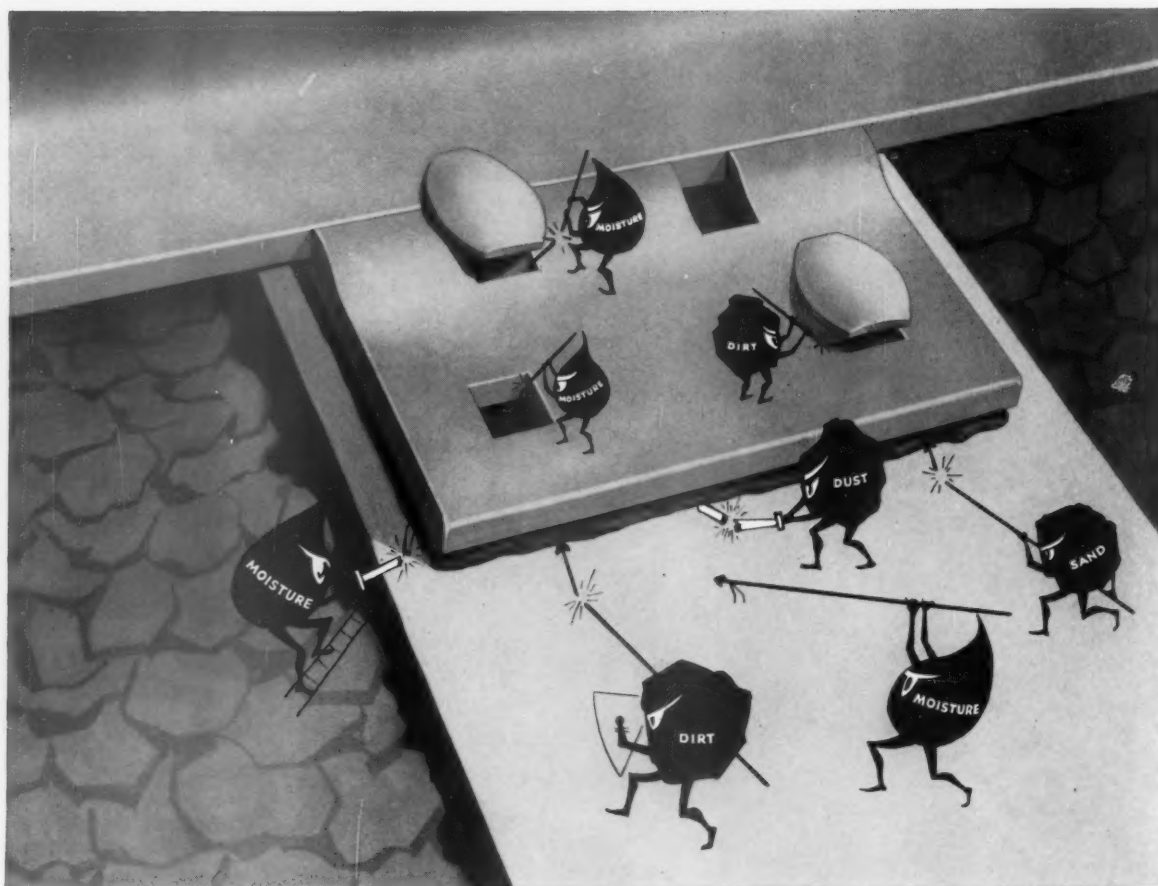


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MARKET OUTLOOK *at a glance*

Loadings Drop 3.8% Below Preceding Week

Loading of revenue freight in the week ended January 25 totaled 550,667 cars, the Association of American Railroads announced on January 30. This was a decrease of 21,686 cars, or 3.8%, compared with the previous week; a decrease of 115,078 cars, or 17.3%, compared with the corresponding week last year; and a decrease of 141,183 cars, or 20.4%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended January 18, totaled 572,353 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, January 18			
District	1958	1957	1956
Eastern	89,493	108,605	120,164
Allegheny	102,137	128,623	141,205
Pocahontas	48,509	56,179	60,442
Southern	110,875	124,113	132,103
Northwestern	66,305	74,174	74,917
Central Western	107,117	111,406	116,253
Southwestern	47,917	54,169	53,702
Total Western Districts	221,339	239,749	245,372
Total All Roads	572,353	657,269	699,286
Commodities:			
Grain and grain products	57,208	52,476	46,895
Livestock	5,816	6,769	8,823
Coal	118,551	137,920	147,552
Coke	7,349	13,352	13,990
Forest Products	36,133	39,645	44,877
Ore	16,693	19,350	19,367
Merchandise i.c.l.	43,352	51,564	58,892
Miscellaneous	287,231	336,193	358,890
January 18	572,353	657,269	699,286
January 11	569,444	680,766	710,338
January 4	471,749	561,201	611,299
Cumulative total, 3 weeks	1,613,546	1,899,236	2,020,923
1957			
December 28	410,022	487,546	570,412
December 21	590,343	698,424	667,479

IN CANADA. — Carloadings for the seven-day period ended January 14 totaled 67,168 cars, compared with 50,115 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 14, 1958	67,168	28,615
January 14, 1957	56,392	24,471
Cumulative Totals:		
January 14, 1958	117,262	51,453
January 14, 1957	100,351	46,874

New Equipment

FREIGHT-TRAIN CARS

► *December Orders Up, Deliveries Down.*—New freight cars ordered in December 1957 totaled 3,492, compared with 1,070 in the preceding month and 4,293 in December 1956, ARCI and AAR report. Freight cars delivered in December 1957 totaled 6,174, compared with 7,142 in November 1957 and 7,260 in December 1956. Freight cars on order January 1 totaled 55,941, compared with 59,194 on December 1, 1957, and 117,257 on January 1, 1957.

Freight-car installations last year, totaling 99,290, were the second highest since 1925, being exceeded only in 1948. Cars installed in 1925 totaled 105,735; 1948 installations totaled 112,640 (Railway Age, Jan. 20, pp. 53 and 68). Cars ordered last year aggregated 42,051, compared with 39,994 in 1956 and 163,033 in 1955.

Type	Ordered Dec. '57	Delivered Dec. '57	On Order Jan. 1, '58
Box—Plain	275	1,609	12,931
Box—Auto	0	0	500
Flat	125	113	2,569
Gondola	2,300	1,353	12,851
Hopper	14	1,871	17,707
Covered Hopper	314	512	3,598
Refrigerator	175	160	1,945
Tank	281	529	3,462
Caboose	0	5	109
Other	8	22	269
	<u>3,492</u>	<u>6,174</u>	<u>55,941</u>
Car Builders	3,113	3,469	23,761
Company Shops	379	2,705	32,180

LOCOMOTIVES

► *Canadian National.*—Ordered 151 diesel units costing \$27,500,000. General Motors Diesel, Ltd., will build 55 1,200-hp and 26 1,750-hp road-switching units; Montreal Locomotive Works, 45 1,800-hp road-switchers, 14 1,800-hp passenger units, and 11 1,000-hp yard-switchers. Delivery is scheduled for this year.

Maintenance Expenditures

► *Down 4% in November.*—Expenditures by Class I roads for maintenance of equipment, way and structures in November 1957 were down \$11 million, compared with same 1956 month, according to report of ICC Bureau of Transport Economics and Statistics summarized below:

	November '57	November '56	% Change
Maintenance of Way & Structures	\$111,070,202	\$115,254,847	— 3.6
Maintenance of Equipment	153,255,987	160,122,086	— 4.3
Totals	264,326,189	275,376,933	— 4.0

New Facilities

► *Canadian National.*—Proposed new \$1,500,000 freight yard, on land reclaimed from the sea, is designed to make Corner Brook, Nfld., a major railway center in that province. The yard, with a capacity of 470 cars, will be built on what is now the water of Humber Arm. Completion of project will take an estimated two years.



1957 'Golden Spike' Award Is on the Way

Judges of the seventh annual "Golden Spike Award" advertising competition recently met in St. Louis to consider entries submitted by 46 companies. The award is presented each year to the advertiser outside the railroad industry who is believed to have made the most outstanding contribution to better understanding and appreciation of American railroads. It is sponsored by the Association of Railroad Advertising Managers. This year's judges are (left to right, above): G. M. Kowall, vice-president and art director, D'Arcy Advertising Company; A. W. Robertson,

advertising manager, Missouri Pacific Lines; Oliver E. Robinson, instructor in transportation, Washington University, and eastern division traffic manager, Ralston-Purina Company; Carlton T. Sills, ARAM president and advertising and publicity manager of the Denver & Rio Grande Western; and T. H. Desnoyers, associate editor, Railway Freight Traffic. Winner will be announced at the ARAM annual meeting in Washington, D. C., March 9-12. Joint recipients of last year's award were National Malleable & Steel Castings Co. and the Budd Company.

Court Rule Alarms Commuter RRs

Commuter-carrying railroads are eyeing with alarm a decision handed down recently by the Supreme Court.

The decision appears to some observers to say railroads may be required to subsidize commuter losses with intrastate freight revenues. It came in a Milwaukee Road case which has been in state and federal commissions and the courts since 1952. (*Railway Age*, Jan. 27, p. 42).

The Milwaukee's petition for an increase in fares and a reduction in train service, heart of the matter, is still up in the air. The Supreme Court tossed the case back to the ICC with instructions to institute further proceedings "not inconsistent with this opinion."

For some months the road has been collecting the higher rates under a lower court ruling. It has been holding the excess in escrow. Milwaukee officers are studying the Supreme Court's decision to determine if the approximately \$600,000 must be repaid to commuters—and if, to get its increase, the road must start all over again with a new petition.

Other Chicago commuter roads, some of which have their own petitions for increases pending, are bothered by the turn

of events. An officer of one said that ferreting out accurate intrastate revenue figures is almost impossible. Some railroads, he said, might not ever be able to meet the apparent requirement that intrastate freight service must lose money before intrastate passenger fares can be hiked.

The Milwaukee decision muddies the picture of what railroads want from the ICC and Congress in the way of federal jurisdiction over intrastate passenger service matters.

The Supreme Court said, in part, that "passenger deficits have become chronic in the railroad industry and it has become necessary to make up these deficits from more remunerative services. The ICC has recognized this practical reality of today's railroading and has changed its rate-fixing policy so that if interstate passenger service inevitably and inescapably cannot bear its direct costs and its share of joint or indirect costs, the ICC feels compelled in a general rate case to take the passenger deficit into account in the adjustment of interstate freight rates and charges.

"An equally broad power must be conceded to a state commission in the exercise

of its primary authority to prescribe and adjust intrastate rates."

The Illinois Commerce Commission in 1954 ruled that the Milwaukee, having dieselized its commuter service, didn't need higher fares. The ICC, to which the Milwaukee took the case under terms of the Interstate Commerce Act's Section 13, disagreed. The Illinois commission and a commuter's group appealed the ICC's order to the federal district court, which remanded the case to the ICC. On review, the Supreme Court upheld the district court.

Allegheny Stock Plan Clears Court Hurdle

Allegheny Corporation's plan for wiping out dividend arrears on its preferred stock has cleared another court hurdle. The plan was a project of Allegheny's late chairman, Robert R. Young.

The hurdle was cleared when the United States Supreme Court last week reversed a lower court which had set aside an ICC order approving the plan. The lower court (the federal district court for the Southern District of New York) based its ruling on a determination that the commission lacked authority to act on Allegheny's Section 20a application to issue securities unless and until it made a Section 5(2) finding that Allegheny's control of the New York Central System is consistent with the public interest.

As to the latter, the commission's position has been that Allegheny needed no Section 5(2) clearance to acquire control of the Central system. Subsequent to that acquisition, the commission assumed jurisdiction over Allegheny in the *Louisville & Jeffersonville Bridge* case which involved merger of some constituent companies of Central's system.

The present litigation started when minority stockholders of Allegheny challenged the commission's assumption of jurisdiction in that matter. The U. S. Supreme Court upheld the commission in that respect, but sent the case back to the district court for consideration of whether the preferred stock plan, as approved by the commission, was in violation of the Interstate Commerce Act.

The lower court said it was because a Section 5(2) clearance for Allegheny's control of the Central system was a prerequisite to action on the preferred-stock application. The present Supreme Court determination is that its previous decision confined the lower court to consideration of whether the preferred-stock plan meets Interstate Commerce Act requirements relating to issuance of securities. It sent the case back on that basis.

The Allegheny plan involves issuance of 1,367,440 shares of 6% convertible preferred stock, \$10 par value, in exchange for outstanding shares of its cumulative 5½% preferred, Series A, \$100 par value.

The exchange basis is 10 shares of the new for each share of the old and ac-

crued and unpaid dividends thereon. The dividend arrears amount to more than \$130 per share, and aggregate some \$18,000,000. The plan also contemplates issuance of 14,768,352 shares of Alleghany common on conversion of the new preferred.

C&EI Speeds Operations With Interchange at Illmo

Chicago & Eastern Illinois has wrapped up its expedited freight scheduling program with a 24-hour slash off the Chicago-West Coast timetable.

Arrangements with the Cotton Belt and Southern Pacific, C&EI said, will cut transit time to the coast from six to five days. The new schedule bypasses yarding in St. Louis—C&EI and Cotton Belt interchange at Illmo, Mo. Two C&EI freight runs have been added to handle the operation.

IC Joins GM&O in Seeking Passenger Service Cuts

Chicago-St. Louis daily passenger service will be cut from 22 to 16 trains if proposals made by two carriers are approved.

The Gulf, Mobile & Ohio and Illinois Central are seeking Illinois Commerce Commission authority to reduce service. The Wabash, third road on the Chicago-St. Louis run, has reported no similar plans.

The IC would drop four of its six Chicago-St. Louis trains. Wayne A. Johnston, IC president, said his road had a direct operating loss exceeding \$800,000 on the six trains in 1957.

GM&O is asking authority to consolidate four trains into two, which, it says, would save \$950,000 annually. (Railway Age, Jan. 6, p. 7).

Short-Haul Sleeper Space Rates Hiked

Pullman room rates for short overnight trips on seven railroads are on the way up. Interstate Commerce Commission approval has been received to make the boosts effective February 15. State commission actions are pending.

The Pullman Company's aim is to reduce the "disproportionately large" deficits incurred by its 606 short-distance car lines. In 1956 the services to which the new rates would apply brought on a deficit of some \$10 million.

Increases will be based on lower berth charges and will diminish as the length of the trip increases. Where present lower berth rates are \$6.70 or under, the hike will be about 20%. Increase on an \$8.30 lower berth rate will be 4%.

Roads applying the increases are the Pennsylvania, New York Central, Pennsylvania-Reading Seashore Lines, Pittsburgh & Lake Erie, Boston & Albany, Delaware & Hudson, and Southern Pacific. Increases will not be made on the SP locally between New Orleans and Houston.



A. H. Evans
CPR



Roger F. Brown
C&O



C. E. Weaver, Jr.
C&O



Frank Vesper
C&EI

People in the News

CANADIAN PACIFIC.—Loran J. Webb, district freight agent, Toronto, appointed assistant to freight traffic manager, Eastern region. James R. Crossley, city freight agent, Toronto, named district freight agent.

T. E. Brady appointed superintendent of pensions and staff registrar, Montreal, succeeding G. A. Smyth, retired. F. D. Turner, assistant to superintendent pensions, succeeds Mr. Brady as assistant superintendent of pensions.

A. H. Evans, general storekeeper, Eastern region, Angus Shops, Montreal, appointed manager of stores there.

J. V. Forrest appointed general superintendent, Saskatchewan district, Moose Jaw, Sask.

CHESAPEAKE & OHIO.—Offices of superintendent of safety and fire prevention and secretary-assistant treasurer at Richmond, Va., transferred to the Chafin building, 517-519 Ninth street, Huntington, W. Va., effective January 16.

Roger F. Brown, comptroller, Cleveland, appointed director of financial planning, a newly created position. Mr. Brown's duties will include operation of the C&O's "Financial Weather Bureau," which forecasts the economic climate and reports financial data to top management. He also will have charge of budgeting and internal audit functions of the finance departments. C. E. Weaver, Jr., assistant comptroller, succeeds Mr. Brown as comptroller.

E. P. Idzikowski appointed assistant general superintendent computer applications, Richmond.

CHICAGO & EASTERN ILLINOIS.—Frank Vesper, general attorney and commerce counsel, Chicago, promoted to general solicitor there.

Howard H. Olmsted, general agent, Detroit, Mich., promoted to general freight agent, Chicago, succeeding William L. Burke, retired. B. A. Logan, freight traffic representative, Grand Trunk Western, Los Angeles, Cal., named general agent, C&EI, at that point. John V. Swartz, assistant general agent, Philadelphia, promoted to general agent, Boston, succeeding W. H. Rogers, named industrial agent, Chicago.

J. R. Hammack appointed sales manager—trailer traffic, Chicago.

William G. Norman, claim agent, Chicago, promoted to chief claim agent there, succeeding James B. Norris, retired.

CHICAGO & NORTH WESTERN.—Kendall Cady, vice-president and director, Real Estate Research Corporation, Chicago, elected to the newly created position of vice-president in charge of real estate, C&NW.

A. J. Curcio appointed mechanical inspector-car, Chicago.

Eugene M. Lewis, assistant engineer, Galena division, Chicago, appointed to the newly created position of industrial development agent there.

FRISCO.—D. W. Patton and S. E. Zeilmann named terminal trainmasters, Springfield, Mo., and St. Louis, respectively.

T. M. Galloway, F. G. Trau and J. R. Warfield named industrial engineers, with headquarters at Springfield, Mo.

W. W. Dalton, general attorney, appointed general solicitor, effective January 1.

W. R. Allen appointed assistant general manager, Eastern district of the Frisco and also of the Alabama, Tennessee & Northern, Springfield, Mo. Other appointments: R. C. Bryant, supervisor trailer-on-flatcar, Springfield; J. C. Cowles, superintendent, River division, Chaffee, Mo.; H. J. Lovelady, superintendent, Northern division, Fort Scott, Kan.; H. A. Linderer, assistant superintendent, Oklahoma City, Okla.; W. D. Smith, assistant superintendent, Joplin, Mo.; E. R. Tyler, trainmaster-road foreman of equipment, Pensacola Sub and AT&N, Pensacola, Fla.

MILWAUKEE.—R. G. Scott, superintendent, Idaho division, Spokane, Wash., appointed assistant to general manager, Lines West, Seattle, succeeding W. F. Bannon named assistant superintendent, Coast division, Tacoma, Wash. R. C. Schwichtenberg, trainmaster, Tacoma, appointed assistant superintendent, Rocky Mountain division, Spokane. R. L. Martin, trainmaster, Idaho division, St. Maries, Ida., transferred to the Coast division, Othello, Wash.

N. H. McKegney appointed superintendent Chi-



Kendall Cady
C&NW



W. W. Dalton
Frisco



William D. Sunter
Milwaukee



E. W. Chesterman
Milwaukee

cago Terminals, Bensenville, Ill. Other appointments: **F. J. Kuklinski**, superintendent Twin City Terminals, St. Paul; **R. F. Fairfield**, assistant superintendent, Iowa, Minnesota and Dakota division, Austin, Minn.; **J. J. Neill**, assistant superintendent, Terre Haute division, Terre Haute, Ind.; **P. Bridenstine**, assistant superintendent, Dubuque and Illinois division, first district, Savanna, Ill.; **E. A. Duszak**, trainmaster Chicago Terminals, Bensenville; **J. E. Ryan**, trainmaster Milwaukee Terminals, Milwaukee; **H. J. Mahoney**, trainmaster, Hastings and Dakota division, Aberdeen, S. D.

William D. Sunter, freight traffic manager, sales and service, appointed general freight traffic manager, sales and service, Chicago, to succeed **J. Mel Cunningham**, who retired January 31. **E. W. Chesterman**, assistant freight traffic manager, sales and service, named to replace Mr. Sunter.

K. L. Clark appointed division engineer, Savannah, Ill., succeeding **E. C. Jordan**, named as-

sistant division engineer, Minneapolis. **W. C. Whitham** named division engineer, Aberdeen, S. D., replacing **J. W. McGlothlin**, who remains at Aberdeen as assistant division engineer. **R. D. Claborn** appointed division engineer, Miles City, Mont., to succeed **P. H. Geelhart**, named assistant division engineer there.

G. L. Wood, district general car foreman, Minneapolis, appointed superintendent, car department, Milwaukee, Wis., succeeding the late **C. E. Barrett**.

SOUTHERN.—**William L. Hofmann**, trainmaster, Danville, Ky., promoted to assistant superintendent, Sheffield, Ala., succeeding **M. J. Bryan**, retired.

WABASH.—**Emil J. Rohlfing** appointed general passenger agent, and **George M. Irvin** named general agent, passenger department, both at St. Louis. **William A. Jacob, Jr.**, appointed district passenger agent, San Francisco, succeeding

Thomas B. O'Connor, named assistant general passenger agent, Detroit, replacing **H. L. Pigott**, retired (Railway Age, Jan. 20, p. 140). **Wilfred H. Peirhmann** named division passenger agent, Decatur, Ill., to replace the late **C. J. Luker**.

W. H. Schubel appointed general agent, New Orleans, La., succeeding **J. S. Mason**, retired.

OBITUARY

Robert J. Bowman, 66, president of the **Chesapeake & Ohio** from 1946 to 1948, died January 22 in Fort Lauderdale, Fla. Mr. Bowman was chairman of the C&O executive committee from 1948 until his retirement last year.

W. P. Bickley, retired supervisor of methods and cost controls, **Pennsylvania**, died January 19, at Elizabeth, N.J.

Russell C. Bingham, 72, retired assistant signal engineer, **Illinois Central**, died January 22 in Illinois Central Hospital, Chicago.

A. F. Dell Isola, 38, treasurer, **Chesapeake & Ohio**, Cleveland, died January 25 at his home in that city.

Jack W. Maunder, 47, press relations officer, **Canadian Pacific**, Winnipeg, Man., died in a hospital at Portage la Prairie, Man. He was stricken while enroute to Vancouver, B.C., from Winnipeg on a business trip.

Guy A. Thompson, 83, former trustee in bankruptcy, **Missouri Pacific**, died January 26.

Supply Trade

Carter Kissell has been elected president of **National Malleable & Steel Castings Company**, succeeding **Cleve H. Pomeroy**, named chairman of the board of directors. Mr. Kissell has been a partner in the law firm of Jones, Day, Cockley & Reavis since 1936, and has been closely associated with the affairs of National Malleable for many years. He became the company's legal counsel in 1941 and a director in 1954.

Benjamin Clarke has been appointed associate editor of **Railway Purchases & Stores**, with headquarters at Chicago.

Edward J. Campbell has been appointed sales engineer for the **K. W. Battery Company** in the Minnesota-Iowa area. He was formerly sales representative for the **Clark Equipment Company**, Minneapolis.

J. E. Lowe has been appointed assistant regional industrial sales manager, Chicago Region, **E. I. du Pont de Nemours & Company**, Finishes Division.

Kenneth E. Templin has been named eastern representative of the **Morrison Metalweld Process**, a division of **Morrison Railway Supply Corporation**. He will contact and service railroads, industrial plants and contractors in the mid-Atlantic area, with headquarters in Wyomissing, Pa.

G. L. Call, Ohio Valley district manager of **Graybar Electric Company**, has been transferred to San Francisco as Central Pacific district manager, and has been succeeded at Cincinnati by **H. G. Cook**, formerly district manager of the Mississippi Valley district at St. Louis. **W. J. Goerisch**, assistant Atlantic district manager at Philadelphia, has been named district manager there.

A. N. Laird, retired chief engineer of the Grand Trunk Western, has become a member of **Plumb, Tuckett & Pikarsky**, consulting engineers and architects. Mr. Laird will have charge of the firm's new office in Detroit.

Facts & Figures *at a glance*

Dividends Declared

ALABAMA & VICKSBURG.—\$3, semiannual, payable April 1 to holders of record March 3.

ATLANTIC COAST LINE.—50¢, quarterly, payable March 12 to holders of record January 31.

CENTRAL OF GEORGIA.—preferred, \$5 per share, applicable to year 1957, payable \$1.25 quarterly during 1958, first quarterly payment March 20 to holders of record March 10.

CHESAPEAKE & OHIO.—common, \$1, quarterly payable March 20 to holders of record March 3; 3½% preferred, 87½¢, quarterly, payable May 1 to holders of record April 7.

CHICAGO, BURLINGTON & QUINCY.—\$1.50, irregular, payable March 31 to holders of record March 12.

CINCINNATI INTER-TERMINAL.—4% preferred, \$2, semiannual, paid February 1 to holders of record January 20.

CLEVELAND & PITTSBURGH.—7% guaranteed, 87½¢, quarterly; 4% special guaranteed, 50¢, quarterly, both payable March 3 to holders of record February 10.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—common, \$5, semiannual; 5% preferred, \$1.25, quarterly, both paid January 31 to holders of record January 21.

GREAT NORTHERN.—75¢, quarterly, payable March 17 to holders of record February 21.

GREEN BAY & WESTERN.—\$5, annual, payable February 10 to holders of record January 24.

LAKE SUPERIOR & ISHPEMING.—40¢, payable March 15 to holders of record March 1.

LOUISVILLE, HENDERSON & ST. LOUIS.—5% non-cumulative preferred, \$2.50, semiannual, payable February 15 to holders of record February 1.

LOUISVILLE & NASHVILLE.—\$1.25, quarterly, payable March 17 to holders of record February 3.

MICHIGAN CENTRAL.—\$25, semiannual, paid January 31 to holders of record January 21.

NEW YORK, CHICAGO & ST. LOUIS.—50¢, quarterly, payable April 1 to holders of record February 28.

NORTH CAROLINA.—7% guaranteed, \$3.50, semiannual, payable February 1 and August 1 to holders of record January 21 and July 21, respectively.

NORTHERN OF NEW HAMPSHIRE.—\$1.50, quarterly, paid January 31 to holders of record January 16.

PEORIA & BUREAU VALLEY.—\$2.12½, semiannual, payable February 10 to holders of record January 31.

PITTSBURGH & WEST VIRGINIA.—40¢, quarterly, payable March 17 to holders of record February 14.

SARATOGA & SCHENECTADY.—\$1.50, paid January 15 to holders of record January 2.

UNITED NEW JERSEY R.R. & CANAL.—\$2.50, quarterly, payable April 10 to holders of record March 20.

VICKSBURG, SHREVEPORT & PACIFIC.—common, \$2.50, semiannual; 5% preferred, \$2.50, semiannual, both payable April 1 to holders of record March 3.

WESTERN PACIFIC.—75¢ quarterly, payable February 17 to holders of record February 3.

November Accident Report

The ICC has published its Bureau of Transport Economics and Statistics' preliminary summary of railroad accidents for November 1957 and last year's first 11 months.

Item	Month of November 1957	11 Months ended with November 1957
Number of train accidents*	320	3,787
Number of accidents resulting in casualties	30	339
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	53	696
Injured	50	577
Passengers on trains:		
(a) In train accidents*		
Killed	..	3
Injured	27	228
(b) In train-service accidents		
Killed	..	11
Injured	95	1,158
Employees on duty:		
Killed	11	167
Injured	1,092	10,640
All other non-trespassers:**		
Killed	131	1,289
Injured	499	3,980
Total—All classes of persons:		
Killed	195	2,166
Injured	1,763	16,583

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$750 to railroad property in 1957. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other non-trespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and non-trespassers, were as follows:

Persons:		
Killed	127	1,217
Injured	405	3,320

Organizations

AMERICAN UNIVERSITY, RAIL TRANSPORTATION INSTITUTE.—The 12th annual institute has been scheduled for March 17-April 3, with daily sessions on current railroad problems. Daniel P. Loomis, AAR president, will discuss "Railroads in the Transportation Future" at a special dinner meeting. The final session will be addressed by William Oncken, director of management development, New York Central; his subject, "Development of Railroad Management Talent."

TRANSPORTATION INSTITUTE, UNIVERSITY OF MICHIGAN.—A workshop session on railroad regulation and pending legislative proposals will be held in Ann Arbor March 31, April 1 and 2. The meeting will be co-sponsored with the Railway Progress Institute and the Michigan Railroad Association.

BOOKS . . .

HANDBOOK OF AMERICAN RAILROADS

by Robert G. Lewis

This new 2nd edition (1956) provides a complete, illustrated data guide to the nation's 113 Class I line-haul railroad carriers. Contains a map of each railroad, prominent train photo, herald, historical sketch, biography of chief officer, financial and operating statistics, and equipment data. The author is publisher of "Railway Age." 251 pp. cloth \$4.50

WORLD RAILWAYS

by Henry Sampson

A worldwide survey of railway operation and equipment. Up-to-date details tabulated on 1,470 railroads in 106 different countries, including photos, maps, diagrams. 157 major rail systems are dealt with individually, with new or revised maps, and equipment, financial and traffic statistical data. 1956-57 edition. 502 pp., illus., cloth \$20.00

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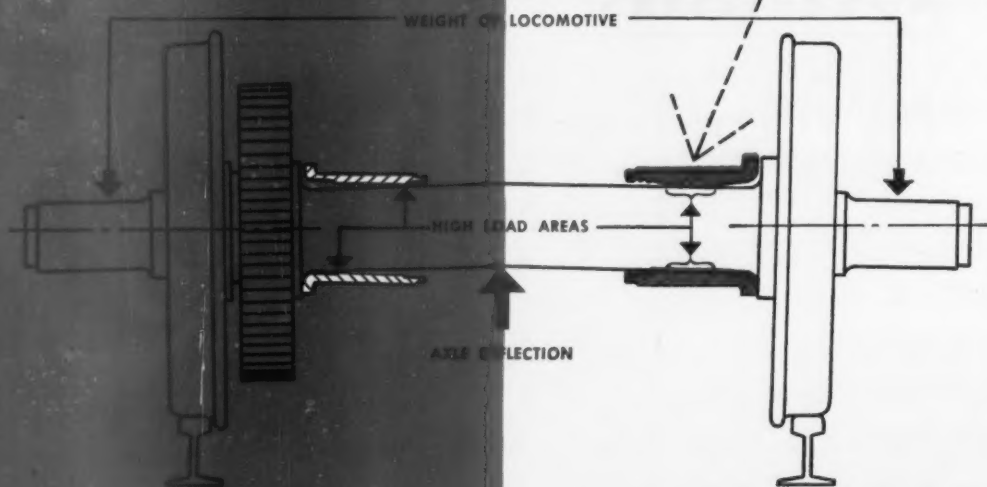
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are heavily loaded at the ends which prevents adequate lubrication. Because of this, straight-bore bearings are subject to stresses that start "shell-outs" or fatigue cracks which shorten life or cause premature failures.

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Here's a Lot of Traffic

The accompanying table shows where there is an enormous volume of high-rated tonnage—most of which the railroads are not getting. Shippers of this traffic would, undoubtedly, be willing to put a higher ratio of it on the rails, given adequate service and attractive rates.

The figures in this table were supplied to a railroad's researchers by 20 representative manufacturing plants in a major city. There is no reason to suppose that the figures thus obtained are not fairly typical of the shipping practices of most manufacturers. The railroads are still strong in the movement of relatively low-rated raw material into these plants, but the outbound high-rated movement of finished products is predominantly by highway.

These 20 manufacturers made 14,639 shipments during the course of a recent month—and only 660 of these shipments (less than 5 per cent) went by rail. The rail share, to be sure, is not as bad as it looks at first—because a lot of the truck shipments were pretty light. On a weight basis, the rail share was much higher.

All the same, there is represented here an enormous tonnage of high-grade freight which is not now moving by rail—but a very large part of which is certainly susceptible to rail movement, if offered good service and attractive rates. Could the railroads afford to offer attractive rates? Why not—seeing as how costs of rail movement (at least for distances over 100 miles) are usually much lower than truck costs?

But could the railroads afford to offer reduced rates to attract new business—in view of the fact that the reductions would adversely affect revenues from traffic still moving by rail? Well, take a look at the shipments between 5,000 and 10,000 lb. There were eleven such shipments by rail and

570 shipments by truck. The railroads would not have to attract a very high percentage of the 570 shipments moving by truck, to more than compensate for reductions suffered on the mere handful (11) of shipments still on the rails.

In two of the three territories, the railroads have under way joint research projects which will, in due course, develop a systematic approach to the whole problem of effective competitive pricing. In the meantime, however, there should certainly be no let-up in effort by individual railroads to initiate adjustments which will attract particular movements to the rails. The magnitude of the potential is simply tremendous, as the table clearly shows.

This table reveals how great is the predominance of relatively light shipments—hence indicating that conventional carload service cannot be wholly successful in winning back the great volume of this tonnage. An expansion of piggy-back, container and other such devices—for getting *carload economy for lcl quantity*—is needed.

Also, shippers' evidence is overwhelming to the effect that greater dependability and speed of railroad service is a prime necessity. This is an area where joint research on a territorial basis cannot be of much help. Speed and reliability are strictly up to the individual railroads.

How to get business: The trucks and barge operators did not attain their present affluence by the slow process of developing tonnage where it didn't exist before. Instead, they went out to get tonnage already moving, by offering rates and service to attract it. This method of traffic building was not open to the railroads when 90 per cent of all traffic was moving by rail—but it is certainly open to them today in large areas of attractive tonnage. Surely the railroads have nothing to lose and a fortune to gain, in going out after the kind of business they are not getting, as shown in this table.

Total Shipments (One Month) of 20 Manufacturing Plants

Miles Shipped (Zones)	Under 2000 lb.				2000-5000 lb.				5000-10,000 lb.				10,000-20,000 lb.				Over 20,000 lb.				
	No.	%	lb. (000)	% Total	No.	%	lb. (000)	% Total	No.	%	lb. (000)	% Total	No.	%	lb. (000)	% Total	No.	%	lb. (000)	% Total	
RAIL SHIPMENTS																					
0-100	2	.02	*	.01	..	..	..	..	..	..	..	..	..	..	..	..	16	1.45	1,406	3.20
100-300	76	.67	27	.57	8	.68	92	.61	1	.17	5	.13	7	1.37	105	1.37	89	8.08	6,414	14.59	
300-500	82	.73	25	.54	7	.60	25	.70	4	.69	25	.62	14	2.73	239	3.15	156	14.35	7,578	17.24	
500+	35	.31	17	.37	3	.25	8	.23	6	1.03	42	1.04	11	2.14	183	2.40	143	12.98	7,488	17.03	
Total Rail	195	1.73	71	1.49	18	1.53	56	1.54	11	1.89	73	1.79	32	6.24	527	6.89	404	36.66	22,887	52.06	
TRUCK SHIPMENTS																					
0-100	1268	11.25	545	11.39	156	13.29	463	12.65	79	13.60	533	13.05	45	8.77	637	8.31	114	10.35	4,461	10.15	
100-300	4306	38.21	1,982	41.39	525	44.72	1,633	44.58	256	44.06	1,821	44.56	276	53.80	4,205	54.88	340	30.85	9,509	21.63	
300-500	3616	32.09	1,497	31.26	328	27.94	1,033	28.19	167	28.74	1,168	28.58	128	24.95	1,874	24.45	200	18.15	5,661	12.88	
500+	1884	16.72	692	14.47	147	12.52	477	13.04	68	11.71	491	12.02	32	6.24	419	5.47	44	3.99	1,439	3.28	
Total Truck	11,074	98.27	4,718	98.51	1156	98.47	3,607	98.46	570	98.11	4,014	98.21	481	93.76	7,136	93.11	698	63.34	21,072	47.94	
RAIL AND TRUCK SHIPMENTS																					
0-100	1270	11.26	546	11.40	156	13.29	463	12.65	79	13.60	533	13.05	45	8.77	637	8.31	130	11.80	5,868	13.35	
100-300	4382	38.89	2,010	41.97	533	45.40	1,655	45.18	257	44.23	1,896	44.69	283	55.17	4,398	56.25	429	38.93	15,923	36.22	
300-500	3698	32.82	1,523	31.80	335	28.53	1,058	28.90	171	29.43	1,193	29.20	142	27.68	2,113	27.57	356	32.30	13,240	30.12	
500+	1919	17.03	710	14.83	150	12.78	486	13.27	74	12.74	533	13.06	43	8.38	602	7.87	187	16.97	8,927	20.31	
Total R.&T.	11,269	100.00	4,789	100.00	1174	100.00	3,664	100.00	581	100.00	4,087	100.00	513	100.00	7,664	100.00	1102	100.00	43,960	100.00	

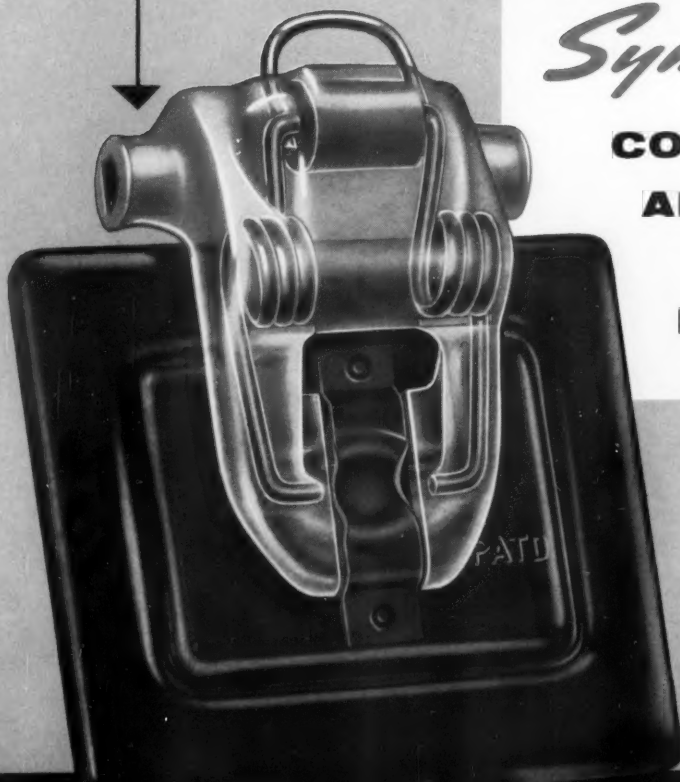
* Under 1,000 lb.

NOTE: Last three ciphers in lb columns have been eliminated for space reasons. Hence, if figures given in lb columns are added the totals will vary slightly from those listed in this table.

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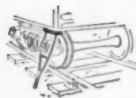
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the Hot Box
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Timken® bearings do

. . . and TIMKEN bearings pay
for themselves over
and over and over in operating
and maintenance savings



GIVING friction bearings "crutches"—devices attempting to improve performance—never cures the hot box problem. But Timken® bearings *cure* it, because they eliminate the *cause* of hot boxes—the friction bearing itself.

HOW SAVINGS MOUNT Timken bearings eliminate the frequent inspection and lubrication that are necessary to keep friction bearings operating even with "crutches". Terminal bearing inspection is cut 90%. Lubricant costs are slashed as much as 95%. Fact is, the new Timken heavy-duty type AP (All Purpose) bearing assembly can go three years without the addition of lubricant. Costs less to use and to install too. When all railroads go "Roller Freight", they'll save an estimated \$224 million a year, earn about a 22% net annual return on the investment.

The reason Timken bearings elimi-

nate the hot box problem is—they *roll* the load. They

THE TAPER HOLDS THE "SECRET" don't slide it as friction bearings do. There's no metal-to-metal sliding friction. And

the reason Timken bearings are the only journal bearings you can count on to cure the hot box problem *and* cut costs to the bone is—their tapered roller design. It prevents lateral movement. There's no scuffing or skewing, bearings last longer. There's no pumping action, so less lubricant is required.

We even make our own bearing steel to assure Timken bearing quality. We take this extra step to be sure it's the finest, toughest steel available. No other American bearing maker does.

Compared to the cost of buying and maintaining "crutch" devices that never cure, the difference in price between friction bearings and roller bearings is smaller today than ever.

Costs can be reduced even more by using a unique plan. You don't have

CONVERTING THE PRACTICAL WAY to wait for new car orders to go "Roller Freight". Plan a conversion program on

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There's no longer any need to try and "get by" with costly "crutches". They don't cure the hot box problem. But Timken bearings *do*—and give maximum savings in operating and maintenance cost. That's why 7 out of 10 roller bearing equipped freight cars roll on Timken bearings. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

Only **TIMKEN®** bearings cure the hot box problem and
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